

# DW

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For Executives Who Buy

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Acceptance under the Act of June 5, 1934, at New York, New York, authorized February 5, 1939.

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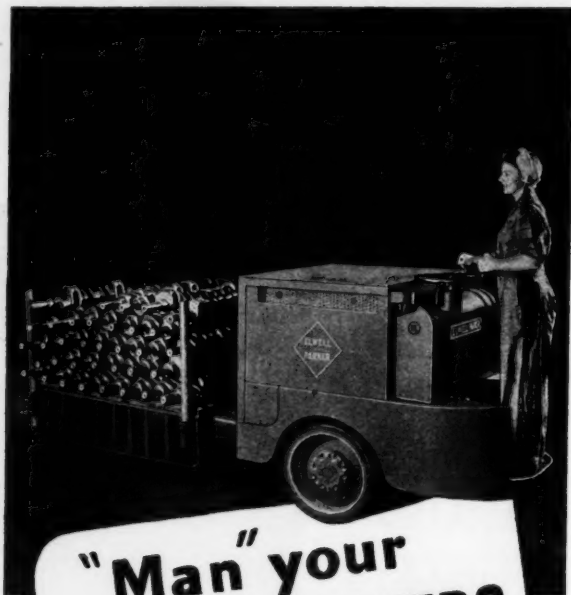
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## Time Out—

For a bit of old-time Holiday Cheer. This Christmas, 1942, is fraught with sorrow which necessarily burdens a nation at war.

But it will do our hearts good to remember Christmas in the old-fashioned way . . . to remember Christmas as the day dedicated to "Peace on Earth, Goodwill to Men."

Remembering more peaceful times, then, to all our friends we repeat the familiar:

**"A Merry Christmas  
and a Happy New Year"**

**THE GERSTENSLAGER CO.**  
EST. 1860. WOOSTER, OHIO

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## *Transportation, Too, Must Be Free*

CERTAIN groups and individuals in Washington are pointing their efforts towards ultimate government control of transportation. They would eliminate the Interstate Commerce Commission, the Office of Defense Transportation, and other regulating bodies, and in their place would set up some super agency which would eventually give way to Government ownership and operation of all facilities. These "dreamers" are trying to capitalize on war-time conditions as a basis for their arguments that transportation in the future should be completely renovated. Every knock at transportation is a boost to their ambitions; they feed on shortages of materials, delays in transit, high rates, labor complaints, etc.

The innocent bystander, subject to the smear campaign now under way, is easy for those who would substitute a socialistic economy for private enterprise. Bad news travels fast; good news is taken for granted and secures but a nod of approval. The public has long forgotten what happened under Government operation of the rails in the First World War; we want no part of it now, or when the present war is over.

Everything considered, transportation in general during the present war has performed miracles. It is true, however, that conditions are not perfect and that much could be done to effect greater economies of time and effort. Private enterprise is on the other hand well aware of these shortcomings and anxious to correct them with the cooperation rather than the unsound interference of Government. To say that the solution is only possible under Government ownership is to ignore entirely the fact that private enterprise alone has brought this country to world leadership industrially and in the field of transportation. We wonder just what our dreamers have in mind to justify their ambitions.

Competition is the life of trade; Government ownership would eliminate this. In a nutshell, competition is the answer to the whole problem.

### Govt. Cleveland Move to Follow Record Newark Haul

The record breaking transfer of stock and equipment of the War Dept.'s office of Dependency Benefits from Washington to Newark, N. J., by Allied Van Lines, Inc., was completed Nov. 11, three days ahead of contract schedule, government officials have announced.

It has not been confirmed, but it is reported by reliable sources that the Navy Dept. is soon to announce a major move of office and personnel, probably to Cleveland, Ohio.

Relocation of the Office of Dependency Benefits in Newark was ordered by the Budget Bureau as part of the decentralization program found necessary to provide adequate office space in a wartime Capital.

The first move of equipment and furniture was started from the Capital Oct. 17 for the 18-story Prudential Building, Newark's newest office building.

The Office of Decentralization Service, Public Buildings Administration of the Federal Works Agency, pointed out that the transfer of this unit was the largest so far in the number of employees being transferred, but not the largest in tonnage. Approximately 3,000 employees were affected by the transfer, 75 per cent of whom are single, and had been in Washington only a short time, having been summoned to the greatly expanded government employment roll. Consequently, officials said, no great amount of household goods was moved in the transfer.

A total of 286 van loads of furniture and equipment were moved to Newark. The total poundage was 2,594,490.

The Office of Dependency Benefits was recently created by act of Congress. The agency computes the allotment checks for families of soldiers. It had occupied Temporary Federal Office Buildings "X" and "Y", located in Northeast Washington. Since this is a new agency, it has funds to buy any equipment it deems necessary in Newark.

The Prudential Building has a net floor area of over 400,000 sq. ft.

The Public Buildings Administration does not designate which bureaus should be moved from Washington. This authority is vested in the Bureau of the Budget which instructs the PBA to find suitable quarters for the agency being moved. Some times the agency selected to be moved selects and leases its own quarters without PBA assistance. When instructed to find quarters for an agency, the PBA does so and handles the transportation of the office equipment and household belongings of the transferees, and aids them in finding living quarters in cities in which the agency is located.

Meanwhile it was announced that approximately 500 members of the Adjutant General's Office of the War Dept. and a small group from the Veterans Administration will be moved to High Point, N. C., in a further decentralization move to relieve the office and housing situation in Washington.

The Demobilized Records Branch of the Adjutant General's Office is the War Dept. unit involved, while the Veterans' Administration is to send a liaison group to facilitate the processing of pension and insurance claims of veterans.

The transfer will be effected as soon as space can be made available in the North Carolina city, government officials said.—Manning.

### A.W.A. Convention at Chicago for 3 Days, Feb. 7th

The 52nd annual meeting of the American Warehousemen's Assn. will be held at the Edgewater Beach Hotel, in Chicago, during the week beginning Feb. 7,

### Convention Dates

1942

Dec. 1-4—Power Show Display of Materials Handling Equipment, Madison Square Garden, New York.

Dec. 8-9—Air Cargo Engineering Meeting of Society of Automotive Engineers, Hotel Knickerbocker, Chicago.

Dec. 8—Annual Meeting of the Michigan Mover's & Warehousemen's Assn., Detroit Leland Hotel, Detroit.

1943

Jan. 19—Annual Meeting, Associated Traffic Clubs of America, Jefferson Hotel, St. Louis.

Feb.—Meetings of National Furniture Warehousemen's Assn. and Mayflower Warehousemen's Assn., Latter, either Divisional or Annual, to be decided.

Feb. 7—Week of, Annual Meeting of American Warehousemen's Assn., Edgewater Beach Hotel, Chicago.

1943. Wilson V. Little, executive-secretary, in making this advance announcement, said decision to open either on Tuesday or Wednesday of that week, will be made later. A 3-day session will be arranged, instead of 4 days, as in the past. The Association of Refrigerated Warehouses will meet concurrently and, conforming to usual custom, the merchandising and cold storage sections will hold separate sessions for consideration of their own problems, with joint sessions scheduled for the opening and closing days. Social activities will be restricted, Mr. Little said. "Naturally," he added, "the greater portion of our business program will relate to the situation in which we find ourselves and the place of the merchandise and cold storage warehouseman in this picture."

The National Furniture Warehousemen's Assn., it is stated, plans to hold its annual convention in Chicago sometime in February, either before or after the A.W.A. convention.—Slawson.

The Mayflower Warehousemen's Assn. may hold a series of 6 divisional meetings in February. If not, then the regular meeting will be held. Latter just decided.

### Associated Traffic Clubs to Meet at St. Louis

The Associated Traffic Clubs of America has decided to hold its annual meeting at the Jefferson Hotel, St. Louis, on Jan. 19. The affair will be confined strictly to business. Member clubs will send only one delegate. Two speakers will be heard at the business sessions and one at a luncheon session.

### Govt. Use of Warehouses at Los Angeles

According to Chas. G. Munson, secretary of the Los Angeles Warehousemen's Assn., the possibility of the Government taking over Los Angeles warehouses has been postponed but that the Army Air Corps had requisitioned 5 buildings in outlying areas, such as the main Sears Roebuck, Western Auto Supply, Zellerbach Paper Co. and 2 other plants. The Air Corps states, however, that it may build a big one-story, quick-constructed type, warehouse in an outlying district where it is hoped it will not compete with public warehouses after the war is over.

Los Angeles warehouses are very busy now, but they are not filled up. Labor shortages have been troublesome.



# A SHIPPER LOOKS AT SIDE TRACK AGREEMENTS

by HENRY G. ELWELL

President—Elwell, Philips & Co.,  
Inc., Elizabeth, N. J.

"A WEIRD and amazing document," was the comment of a business executive on the occasion of his first reading of a railroad standard form of agreement for industrial side tracks; the agreement entered into between a railroad and a shipper who has a private siding.

Truly, it is an astounding contract—likewise an important one. Let us refer to the typical form of printed agreement for industrial side tracks and analyze it. Let us make a preliminary survey of it—just as it reads—noting any questions which may arise as we proceed.

We start with the preamble contained in this typical standard form and continue on through to the final section—the cancellation clause—making comments as we progress. The accompanying chart (see following pages), should be of assistance.

## Preliminary Survey

### Preamble

Since "track facilities" are "hereinafter called side tracks" it is necessary only to define Side Track.

### Right-of-Way

**Side Track.** According to this clause, a side track consists of "land or property" and "construction."

Since the words "land" and "property" are here used synonymously, it is necessary to define only "land" and "construction."

**Land.** It is specified that the industry shall provide land for the side track outside the right-of-way of the railroad company.

The agreement states that the "said amount of land" (but obviously means the "amount of said land") is to be satisfactory to the railroad company. This is so inclusive as to make any further definition of "land" unnecessary.

**Construction.** The agreement refers to the cost of constructing the side track. The land is provided and not constructed; hence, the remainder of the side track may properly be considered as "construction" which is stated as including "roadbed, trestles, bridges and all other appurtenances in connection" with the side track.

The use of the words "all other" classifies roadbeds, trestles and bridges as "appurtenances." It would seem that this clause permits the railroad company to include such appurtenances as it may wish to include originally or at any time thereafter during the life of the agreement; for example, experimental equipment might be

He finds that the standard agreement form is of serious importance and suggests that industry and the railroads get together for the purpose of ironing out clauses whose meanings are not clear

installed. The following substitute wording might be preferable: "The cost of constructing said side track with all appurtenances necessary for the said proper operation thereof, shall be borne as follows:"

**CHANGES.** This clause specifies the "side track or its structures." The use of the word "structures" not previously mentioned, may raise a question as to whether something more is included than "construction." Apart from this, however, since the side track constitutes land and construction thereon, the addition of the words "or its structures" seems to be unnecessary, and therefore undesirable.

This clause also contains a latent ambiguity, in that it provides only that "the railroad company shall not be required to bear any expense" under stated circumstances. This leaves it dubious as to how the expense incurred shall be paid. Presumably the railroad company may voluntarily bear it or part of it, but no mention is made of any obligation on the part of the industry in this connection.

**CLEARANCES.** In this clause the industry agrees to such clearances above the side track as are contained in "clearance regulations," but there is no mention as to the origin of these regulations nor any reference as to where particulars of such regulations may be found.

In this clause the industry also agrees to such clearances alongside the side track as are similarly contained in "clearance regulations," with the "necessary additional clearance on curves." Since such clearances apply to the widths of the side track, and since such widths logically are included in the "amount of land" to be provided by the industry, and since such amount of land is to be "satisfactory to the railroad company," this reference to clearances alongside of the side track seems to be unnecessary, and if included is subject to the same remarks made with reference to "clearance regulations" mentioned above.

**LIABILITY.** In this clause the industry "assumes all responsibility for . . . loss or damage . . . to property upon its premises . . . arising from fire caused by locomotives operated by the railroad company on said side track, or in its vicinity, for the purpose of serving said industry, except . . . to shipments in course of transportation."

As to "property upon its premises," might this include shipments in course of transportation? If not, at

# Chart of printed form of AGREEMENT FOR INDUSTRY TRACK

## WHEREAS

Industry desires a side track

## NOW, THEREFORE

Industry agrees that side track shall be constructed and maintained

Railroad Company agrees that side track shall be constructed and maintained

Railroad Company agrees to operate side track under following terms and conditions

	Railroad Company will—	Railroad Company will—	Industry will not—	Industry will—
LAND				
CONSTRUCTION		(Note: Except as stated below, provisions for Railroad Company to construct and maintain side track are not part of the printed form of agreement, and, if any, are to be filled in according to arrangements made in each case)		provide land for that part of side track to be located outside of the Railroad Company's right-of-way, of an amount satisfactory to the Railroad Company
		retain its own right to construct additional switch connection with portion of side track owned by it		(Note: Provisions for Industry to construct and maintain side track are not part of the printed form of agreement, and, if any, are to be filled in according to arrangements made in each case)
		have right, upon termination of agreement, to enter upon property of Industry and remove material owned by Railroad Company		permit obstructions over and under side track, less than clearance regulations, with necessary additional clearance on curves
USE	permit use of side track by or for the benefit of any party or parties other than Railroad Company and Industry, without written consent from Industry			permit use of side track by or for the benefit of any party or parties other than Industry and Railroad Company, without written consent from Railroad Company
COST				

(Note: Except as stated below, provisions for Industry to construct and maintain side track are not part of the printed form of agreement, and, if any, are to be filled in according to arrangements made in each case)

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COST	<p>be required to bear any expense resulting from change in the Railroad Company's track or in its operating practices</p> <p>be liable to account to any one, upon termination of the agreement, for any monies paid on account of side track</p> <p>be liable, upon termination of the agreement, for any damage resulting from removal of any material owned by it</p>	<p>(Note: Provisions for the Railroad Company to pay cost of constructing and maintaining side track are not part of the printed form of agreement and are to be filled in according to arrangements made in each case)</p>	<p>bear cost of securing or complying with necessary operating side track</p> <p>pay Railroad Company total cost plus 15% for any construction or repair work done by Railroad Company</p> <p>bear cost of salvaging track material, of which it becomes the owner upon the termination of the agreement, contained in that portion of side track on Railroad Company's right-of-way.</p>		
LIABILITY	<p>bear equally with Industry any liability, other than from fire caused by locomotives, resulting from negligence of Railroad Company and Industry</p>	<p>assume liability for loss, damage, injury and death incurred in connection with work of constructing and maintaining performed by Railroad Company of expense of Industry</p> <p>assume liability for loss and damage to rolling stock of Railroad Company and of others and to shipments in course of transportation, resulting from fire caused by locomotives operated by Railroad Company on side track or in its vicinity for purpose of serving Industry</p> <p>Indemnify the Railroad Company for loss, damage or injury to any person or property while in or about side track, resulting from any act or omission of Industry</p> <p>bear equally with Railroad Company any liability, other than from fire caused by locomotives, resulting from joint negligence of Industry and Railroad Company</p> <p>assume all loss or damage sustained by it resulting from termination of side track or from discontinuance of connection in event the disposition, future use or development of Railroad Company's property shall, in the judgment of Railroad Company, make it impracticable to continue the connection</p>			
OWNERSHIP	<p>(Note: Provisions as to ownership of material by Railroad Company are not part of the printed form of agreement and are to be filled in according to arrangements made in each case)</p>	<p>(Note: Except as stated below, provisions as to the ownership of material by Industry are not part of the printed form of agreement and are to be filled in according to arrangements made in each case)</p> <p>become the owner, upon termination of the agreement, of track material for which it paid, contained in that portion of the side track on Railroad Company's right-of-way</p>			
ASSIGNMENT	<p>have the right to terminate the agreement upon 90 days' written notice to Industry</p>	<p>assign this contract or any rights thereunder without written consent of Railroad Company.</p>			
TERMINATION		<p>have the right to terminate the agreement upon 90 days' written notice to Railroad Company</p>			

what point on the side track does a shipment cease to be in course of transportation? An interesting interpretation on this topic is cited in *Crane, Hayes & Co. v. N. Y., N. H. & H. R. R. Co.*, 230 N. Y. Suppl. 427 (City Ct. New York, Bronx Co.).

And as to "in its vicinity," how far does this extend each way along the railroad company's right-of-way?

**DISCONTINUANCE.** The industry assumes all loss or damage sustained by the industry resulting from temporary or permanent elimination of the "side track" or, presumably, although not stated, "any part thereof."

Since such elimination might result from war damage, it is assumed (although not part of this study) that the industry will protect itself with war damage insurance.

**CANCELLATION.** This clause provides that upon termination of the agreement the railroad company "shall not be liable to account . . . to any one for monies paid . . . on account of any of the track or tracks covered by this agreement." But since the agreement is between the railroad company and the industry and no third party is involved, it would seem that the wording should be "shall not be liable to account . . . to the industry for monies paid . . .", but no mention is made as to the purpose of any such payments by the railroad company, nor is it stated that the industry shall reimburse the railroad company for such payments, under which circumstances only could any liability for making an accounting be otherwise incurred.

Further, it would seem that, contrary to this provision, the railroad company should properly be required to account to the industry for expenditures made by the railroad company in connection with construction and maintenance for which it is to be reimbursed by the industry.

This clause also provides that the railroad company shall not be liable "for damages resulting from the removal of . . . the material owned by the railroad company." It might be desirable to add: "provided due care is exercised by, and proper precautions to avoid damage are taken by the railroad company."

### West Coast Freight 1 Day Slower

Eighth-morning, instead of 7th-morning arrivals of transcontinental freight between Chicago and Pacific Coast points became effective Nov. 1 on all except the so-called "meat runs," which are usually solid trains carrying meat operated at faster schedules than non-perishable freight. Livestock trains are also excepted. St. Louis runs are also extended from 6 to 7 days, but on the Pacific Northwest run, the schedules are the same as the Chicago service, namely 8 days. At intermediate points, arrivals will be slowed up between 3 and 4 hrs. At Denver, arrivals from Chicago will be about 7 hrs. later.

### Freight Rates Must Hold to Help Prevent Inflation

If the Government's fight against inflation is to be successful, it is necessary that control against rising prices be applied as rigorously to transportation and public utility rates as to other prices, David Ginsburg, general counsel to the O.D.T., said Nov. 5 before the I.C.C. Mr. Ginsburg, representing Director of Economic Stabilization James F. Byrnes as well as O.P.A., appeared specifically in a hearing over a petition for an increase in rail rates, fares and charges in Texas, but made plain to the I.C.C. that he was discussing principles which he believed would be applicable to all rate cases coming before it.

Mr. Ginsburg asserted that it was a matter of general knowledge that rail earnings were now so gen-

This clause also refers to "track material" on that part of the side track which is on the railroad company's right-of-way. It may be assumed that this "track material" is what was previously named "construction." But this construction is part of the "side track," and the ownership of this part of the side track may (under the provisions of ownership) be vested in the railroad company, even though paid for by the industry. Thus, at the expiration of the agreement, construction paid for by the industry but always owned by the railroad company, cannot be "returned" to the industry, since it was never previously owned by the industry. After a claim for it has been made it could be "delivered" to the industry by the railroad company, or it could be "removed" by the industry. But no provision is made for either of these methods of obtaining possession of the stated "track material."

Since the railroad company has the right to enter upon the property of the industry to secure possession of any "material" thereon which the railroad company owns, it would appear that a similar provision should be included for the industry to secure possession of such "track material" of which it may, by claim, become the owner, located on the part of the side track which is on the railroad company's right-of-way. Apparently the cost of obtaining possession of such material by each party is to be borne by the party thus obtaining possession.

### Conclusions

The foregoing analysis emphasizes the fact that the standard agreement form is of serious importance. It likewise shows that it is far from being a perfect document.

Probably the war activities make it impossible to do any overhauling of the form for the duration, but it would seem that when the opportunity is at hand, industrial and railroad traffic representatives might well get together for the purpose of exchanging ideas as to the feasibility of improving railroad standard agreement forms for industrial side tracks.

erally favorable as to make it extremely unlikely that rate increases would be necessary to insure adequate transportation service, adding that, in considering adjustments of individual rates, it was necessary to remember that what might be undue discrimination in normal times was not necessarily undue discrimination when countervailing considerations of national policy were at stake.

### Roosevelt Would Unify All Transport After War

President Roosevelt on Nov. 5 made known to Congress a post-war program for unifying all forms of transportation, including the consolidation of all the railroads into a limited number of regional or transcontinental systems. He placed emphasis on air travel "as a major and integral part of our future transportation policy." A single group would be vested with responsibility for merging railroad systems, constructing terminals that will serve all forms of transportation, coordinating existing services and encouraging the development of new forms of transport. The program embodied a post-war demand for cheaper, better and faster service and embraced the recommendations by an advisory committee of the National Resources Planning Board, covered in this issue of *DandW*.

O.D.T.'s first step to cut out cross-hauling, it is stated, will be the restriction of beer deliveries to within narrow limits of the center of production.



### Forwarder Carload Freight Excluded from O.D.T. Order

The O.D.T. order prescribing minimum loading requirements for l.c.l. freight moving by rail was modified Nov. 23 to exclude from the order carload freight shipped by forwarders.

Under the general order (General Order O.D.T. No. 1) both carload and l.c.l. freight shipped by forwarders in closed freight cars was required generally to be loaded to a minimum of 10 tons.

In a recent revision, however, freight consolidated into carloads by forwarders and shipped at carload rates was brought under General Order No. 18-Revised, which prescribes loading requirements for carload freight. The amendment of Nov. 23 (General Order O.D.T. No. 1, Amendment 3) therefore removed from the l.c.l. order the carload shipments of forwarders.—*Manning.*

### Wage Freezing in the Warehousing Field

The original order of the President, freezing wages and salaries, gave the impression that it was all-inclusive, but later orders and interpretations seem to indicate that this regulation is aimed at the stabilization of employment only where occupations and industries are "essential for the successful prosecution of the war." As a result, there is some doubt whether public warehousing comes within the ruling. Interpretation of the order would largely lay in the hands of the Dept. of Labor, where precedent is already established that the Secretary of Labor may exempt businesses or groups of employees upon determination that application of the order is unnecessary to the successful prosecution of the war.

In its Oct. 15th *Bulletin*, the American Warehousemen's Assn., commenting on Executive Order 9240, stated that it is probable that a large number of merchandise warehousemen will need to be concerned with that order only once in a while, if at all. "Those who may be subject to it and get into difficulty when applying its provisions will thus know that it is not now to be universally applied, as originally intended, but that Executive Order 9248 makes the Secretary of Labor the judge, on occasion, or when premium or overtime compensation shall be paid."

### Asks Whses. to Bid on A.M.A. Requirements

The Dept. of Agriculture has invited operators of dry storage warehouses to bid on Agricultural Marketing Administration requirements in various parts of the country. Those who do not receive invitations may obtain consideration by writing direct to the A.M.A., Washington, D. C.

Similar invitations are expected to be sent out to cold storage warehouses.

According to W. C. Crow, Chief of the A.M.A. Transportation and Warehousing Branch, the department prefers to store its Lend-Lease and other commodity purchases in public warehouses.

### O.D.T. Requirements on Rail Bulk Loads

The Office of Defense Transportation on Nov. 3 established maximum car loading requirements as to grains, packaged liquids, building materials and other bulk and similar freight, prescribing, in specific, regulations to replace general exceptions originally prescribed for some of the commodities in the General Order No. 18. The special directive prohibits railroads from accepting, with certain exceptions, shipments in freight cars which are not loaded to their marked weight or to their visible capacities.

Rice can now be accepted in straight or mixed carload shipments in packages of less than 50 lbs. each; starch, seed, grain products and by-products, meal and feed all

in containers, provided the car is loaded to at least 60,000 lbs.

Corn, maize, oats, unground screenings and sorghum grain heads unthreshed must be loaded to 80 per cent of the marked weight capacity of the car, or to an elevation not lower than 24 in. from the ceiling of the car measured at the sidewalls.

Threshed maize and shelled corn must be loaded to either the marked grain line in the car, or to within 24 in. of the ceiling.

Coal must now be loaded to 80 per cent of the marked weight capacity when hauled in a closed freight car.

Canned goods, including canned milk, must be loaded to not less than 65,000 lbs., while turpentine and pine oil in cans or bottles must attain a minimum weight of 40,000 lbs.

Cement in paper bags in straight carload shipments, when loaded in cars of 100,000 lbs. capacity, must be loaded to not less than 95,000 lbs.

Unshelled peanuts in bags must not be loaded less than 40,000 lbs.; shelled peanuts in bags must attain a minimum weight of 50,000 lbs.

Tobacco in hogsheads can be loaded in a single tier covering the entire floorspace of the car when origin or destination station lacks mechanical materials handling equipment for double-decking.

The loading of both precooled and non-precooled citrus fruits to be shipped in November through March is covered in special instructions. Other food products covered are cranberries, dressed poultry, butter, eggs, cheese, frozen fruits and vegetables, potatoes, apples and onions.

No minimum weight for cranberries is specified, but dressed poultry must be loaded to at least 28,000 lbs., fresh butter in prints to 35,000, and dried eggs in containers to 45,000 lbs. The direction calls for at least 600 cases of shell eggs in a car and at least 40,000 lbs. of either packaged or bulk cheese.

### Storage-in-Transit of Mdse. Speeded

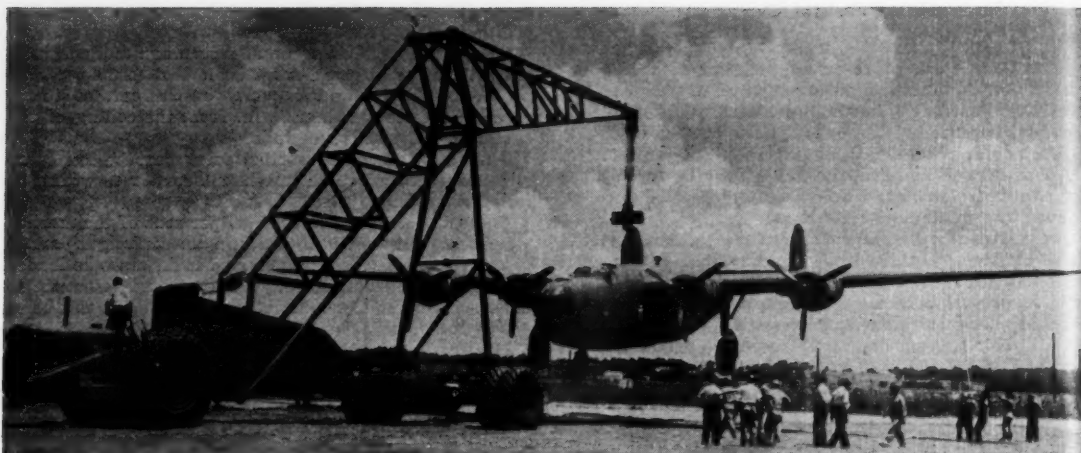
The O.D.T. on Nov. 11 relaxed the maximum loading provisions of General Order O.D.T. No. 18 to permit railroads to accept from storage warehouses certain carload shipments of perishable food products which were moved to the storage points under storage-in-transit tariff privileges.

The authority was granted under Special Direction O.D.T. No. 18, Revised-4, which provides that a shipment may be loaded for forwarding from a transit storage point to a weight at least equal to the weight loaded into the car in which it arrived at the storage point. This direction applies only to shipments which were billed from the point of origin prior to Nov. 1.

As an example, a carload shipment of perishable freight which moved out of California on Oct. 28 with 30,000 lbs. in the car, and which unloaded at Kansas City for transit storage, must be loaded to at least 30,000 lbs. on its movement from Kansas City to destination. The same commodity, moving from its point of origin after Nov. 1, might be required under the maximum loading order, to be loaded to 80,000 lbs.

The O.D.T. also ruled that a rail carrier may permit more than one stop-off for partial loading or unloading of a consignment to be consolidated in a single car with one or more other consignments. The carrier is not required to extend this privilege, however, O.D.T. pointed out. The order prescribes only minimum stop-off privileges which the order requires the rail carrier to extend for consolidation, and does not limit these privileges.

For example, a shipper may want to consolidate in a single car 3 consignments each of 40,000 lbs., the tariff carload minimum weight for the commodities involved. He wants to load the first consignment at point A, the 2nd at B, and the 3rd at C and D—20,000 lbs. to be loaded at each of C and D. The carrier may, but is not required to, permit more than one stop-off for the loading of the 2 parts of the 3rd consignment at C and D.



This Tournac crane is undergoing Army tests to demonstrate the rapidity with which runways can be cleared of crashed planes in case of accidents by merely picking them up and carrying them away. Release by U. S. War Dept.

## Materials Handling

## Educational Program for Armed Forces Needed

By MATTHEW W. POTTS  
Materials Handling Editor

THE year 1942 has seen many changes take place in the methods of handling materials in industry, and within the various branches of the armed forces. No doubt, 1943 will also hold a number of changes, many of which cannot be foreseen at present.

In reviewing 1942, it will be remembered that we pointed out that due to a labor shortage, it would be necessary to use women to operate fork trucks and other types of materials handling equipment. This has come true. They are to be found operating this equipment not only in industry but also in several of the Quartermaster Depots in the East and the West.



A 40-yr. mother of North Pownal, Vt., is one of the first women employed by General Electric Co., Schenectady, N. Y., as an industrial truck driver. She hauls loaded trailers from dispatching centers within the plant. She once drove a milk truck and hopes some day to switch from this battery-operated switcher to one of the company's big freight trucks.

In speaking of air cargo, we covered the point that it would be necessary for materials handling equipment manufacturers to consider immediately the adapting of present equipment to this handling operation, or developing equipment to fit the particular job. Herewith is illustrated materials handling equipment that is picking up an entire plane. Many more such developments will undoubtedly occur in 1943 and will likewise be illustrated in *DandW*. They will not only illustrate the handling of planes, but tanks, guns, ammunition, bombs, etc. In this connection, note on page 85 the loading of a tractor on a flat car.

Present equipment, if it is to be efficiently operated, will have to be properly maintained. Recognition of this is evidenced by the fact that the Quartermaster Corps at the depots has started a maintenance program to protect handling equipment investment. It is hoped that *DandW* will have an opportunity to publicize what has been done in this regard.

On the opposite page is outlined a maintenance program developed by one of the materials handling equipment manufacturers. It is hoped other manufacturers will present similar instructions. *DandW* stands ready to correlate such data and to see that it reaches the proper personnel in the various armed services.

We believe that materials handling is of such importance to the armed services that an open forum for discussion of all phases of its use, maintenance, purchase, and design would more than be welcome.

Education is needed, as many new phases of application are occurring each day. This should be disseminated as widely as possible. Therefore, now is the time to prepare good educational material that will be of service to industrial development in the post-war period.

Only authentic information should be used in an educational program. Instead of developing information  
(Concluded on page 85)

# Industrial Truck Care

**Will Pay Dividends. Now Only a Mythical Operation in Many Plants. Costly Breakdowns Can Be Avoided by Regular Inspection**

**By A. E. DOROD**

*Assistant Chief Engineer, Baker Industrial Truck Div., Baker-Raulang Co.*

**I**NDUSTRIAL truck maintenance is a mythical operation in many plants. Because of the ruggedness of this equipment, in many cases it is given only a hasty inspection; in fact, frequently, none at all; and is but rarely lubricated. Coupled with the fact that some operators have little regard for careful operation this results in costly breakdowns. Trucks are forced, by going from low to high speed with heavy loads; they are plugged in reverse to stop; they are rammed, and skidded around corners; and, in general subjected to treatment, which even their sturdy constitutions were not intended to withstand.

The industrial truck can pay dividends only so long as it is kept in operation; and the investment of regular inspection and lubrication, under competent management, is one of the best you can make.

## FIRST

Provide good floor conditions, and **DO NOT** overload. With rubber at a premium and tires so difficult to replace, greater care should be paid to the floor conditions where industrial trucks are operated. Aisles should be kept cleared of chips, scrap, and anything else that would tend to cut the tires. In the past far more industrial truck tires have been cut to pieces than have ever worn out. Loading is also important. Each truck is designed to carry a definite capacity. To overload it, taxes its various component parts and materially reduces its life. Every operator that overloads his truck is helping the Axis by breaking down irreplaceable equipment.

## SECOND

Place your industrial truck under the supervision of a competent and careful mechanic for thorough weekly inspections.

This does not mean that your truck should be tinkered with unnecessarily. Do not make adjustments until required. But many possible causes of excessive wear, or loss of power are not apparent in ordinary running and can be determined only by inspection. The main points of inspection are set forth later in this article.

## THIRD

Insist on regular lubrications in accordance with the manufacturers recommendations. These instructions should be placed in the hands of a lubrication expert. As much or more care is required in greasing this equipment as in caring for a good pleasure car. It is important that the proper types of lubricants be used as well as the best quality obtainable. The industrial truck has many types of bearing surfaces, working under widely different conditions. Do not over lubricate your truck since it can often be as harmful as under lubrication.

## FOURTH

The maintenance man should be charged with keeping a complete log sheet or record on each industrial truck. This record should cover in detail weekly inspection findings, lubrications, all adjustments, and re-

pairs. Thus, any part calling for excessive care or repairs can be spotted; the cause investigated, and corrected before serious damage occurs. The names of persons performing each operation should be listed together with date performed.

## EVERY DAY

Industrial trucks are frequently operated in dust-laden atmospheres; and even where this is not true, the normal running of the truck disturbs the dust. For this reason, it is well to blow the dirt off the truck daily before proceeding with oiling the cold points. Wipe all oil holes clean, and make sure to oil all bearings, pins, joints and other "cold points" on brakes, and steering linkage, interlocking mechanisms and switch controls. Check battery in accordance with battery manufacturer's instructions.

## EVERY WEEK

Make a thorough weekly inspection of all of the following parts:

**Brakes:** Test service brakes for stopping with heaviest load to be carried. Test parking brakes for holding maximum load on steepest incline which truck must negotiate. Adjust the brakes as required. Inspect



Note the conditions under which this truck is operating—rough floors, oil, steel turnings, and the steel plate. All of these factors waste rubber and the rough floors jar the truck, thus increasing maintenance.



brake linings to make sure they are not filled with dirt or grease. If so, remove shoes and wash thoroughly in gasoline. If lining is worn it should be replaced with grade or lining equal to original equipment. Make sure shoe is trued up to fit drum after relining. Inspect brake drum to make sure it is not scored or rough. Where brakes are timed with electrical interlock to main travel controller and contactors, care must be taken not to disturb this timing when adjusting brakes.

**Steering Connections:** Ease of steering is highly important in the operation of any truck. See that all connections are kept tight, but that steering control works freely.

Test for:

- (a) Lost motion at ball joints and rod yokes due to wear.
- (b) Tight joints at rod yokes due to bent levers or rods.
- (c) Misalignment of steering wheels.
- (d) Worn bearings in steering post or bell crank.

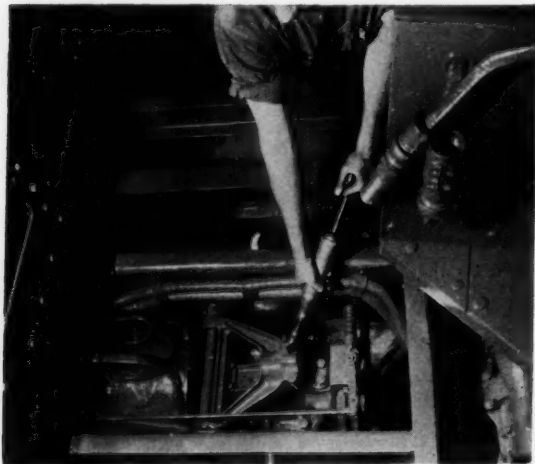
Excessive play in ball joints should be taken up by loosening lock nut and taking up on adjusting screw. If ball pins are badly worn they should be replaced. Loose connections in rod yokes indicate pin or bearing wear, and should be replaced. Pins should be free at center, extreme right and left. Tight connections in rod yokes indicate bent or twisted rods. Straighten bent rods making sure lever faces are parallel. Always replace levers that are bent. Do not attempt to straighten them.

In replacing lever arms make sure taper hole in steering knuckle is not stretched out of shape and that key and keyway are in good condition. Keep pinch bolt tight in post lever to prevent damage to keyway.

**Wheel Alignment:** Never change rod lengths. Steering rods are made adjustable as to length to facilitate assembly at factory and should not require adjustment thereafter. Straighten rods that are bent and replace levers that are bent.

On four-wheel steer trucks the most usual cause of misalignment is the bending of the "C" lever, by hitting an obstruction. It is recognizable as follows:

With drive wheels straight, both trailing wheels will slant either right or left. Wheels are lined up exactly parallel at factory and employ no "toe-in." Check alignment by placing 2 long straight edges against side of power axle wheels, touching rims at two points and extending past trailing axle wheels. The drive wheels are adjusted by cross rods until parallel, checking distance between front and rear of straight edges. Trailing wheels are then adjusted parallel and checked by



Insist on regular lubrications in accordance with manufacturer's recommendations. Place these instructions in the hands of an expert. Be sure that your trucks receive sufficient lubrication, but that they are not over-lubricated.

measuring in from straight edges until equal distance at front and rear from rims. Fore and aft steering rods are then adjusted. To coordinate front and rear steer, the tiller is moved, full throw away from operator. Measure distance from trailing wheel to frame; then reverse and check other wheel. If unequal, adjust 2 rods connecting bellcrank until equal steer is obtained. Lock rods to correct length. Next check post lever, and adjust drag link so lever lacks 3 in. of lining up with drag link at full throw of tiller handle toward operator. If this 3 in. safety distance is decreased there is possibility that lever can be sprung over center, thereby locking steering mechanism.

**Lift or Hoist:** Clean all grease and dirt from rails. Inspect chains and anchor bolts. Inspect hydraulic lever to valve and limit switch. If valve plunger sticks, a few drops of machine oil should free it. If piston rod binds or leathers leak, a little neatsfoot oil on piston rod will work down and soften up leathers; or hydraulic hose may be disconnected at upper end of cylinder and a little neatsfoot oil inserted directly at leathers.

**Lubrication:** Carefully follow the manufacturer's instructions and lubricate each point called for on weekly lubrication. For most part, this will consist of Alemiting the steering connections and other bronze bushed parts. Over lubrication is almost as bad as under lubrication, and, therefore, parts such as motor and wheel bearings should not be included in weekly lubrications. Use only the best grade of lubricants obtainable, but never use any grease that has been exposed to dirt or dust. It is far cheaper to throw away such products than to replace parts that will quickly wear under such conditions.

**Electrical Equipment:** When working in extremely dusty environments it is well to remove the covers from motors, controller, contactors and limit switches, and blow out any dust that may have worked into these parts. Bleed air line of moisture before blowing out electrical equipment.

#### EVERY MONTH

The monthly inspection should not be skimmed over, as it involves the inspection of the most important mechanical parts of the truck and any slighting of these parts on inspection or lubrication can lead to expensive repairs.

**Power Axle:** Remove fill plug and inspect oil level. If losing oil, inspect for leaks. If truck is not operated sufficiently or at very low speeds, castor oil will not be carried up to worm and bearings, and they may develop a howl. To correct this, run truck at full speed several minutes, or jack-up one (1) wheel and run in high speed several minutes.

**Wheel Universal Joint:** Remove flange from power axle wheels. Wash parts in gasoline to remove all grease and dirt. Remove universal joint fork from universal ball. Inspect for wear. If badly worn, replace. The universal forks and ball should last indefinitely if properly lubricated and kept free from dirt and grit. Carefully inspect boot to make sure it is seating properly, and cloth has not worn through permitting the entrance of foreign material. Replace as required, making sure universal is taken out, washed and repacked with proper lubricant.

**Wheel Bearings:** Inspect wheel bearings while flanges are off for universal joint check-up, and repack with proper grade of lubricant.

**Spindle Bearings:** Place jack under axle and take weight off wheels. Check for play in spindles, which indicates ball has worn into socket, thereby throwing strain on axle shafts and differential spider. Dismantle and replace as required.

**Drive and Torque Yokes:** See that ball connections are kept tight and that anchor bolts are tight.

**Oldham Coupling:** See that cover is neither torn nor

(Continued on page 85)



# Motor TRANSPORTATION

## Trucking Industry Raps Rail Attempt to Snatch Traffic

**A** BEHIND-THE-SCENES attempt of railroads to dictate the distance over which shipments by motor vehicle may move, under the specious plea of necessity to conserve equipment, is announced by Ted V. Rodgers, president of American Trucking Associations, Inc., national organization of the trucking industry.

Under fire was a proposal by a special law-operating-traffic committee of the Association of American Railroads to the Office of Defense Transportation, which if issued by O.D.T. as its own order would kill truck shipments in excess of 250 miles to any point served by railroad.

Significance of the proposal lies partly in the fact that it would apply to the distance over which the shipment moved rather than to actual mileage of particular trucks. Thus, where 2 or more trucking concerns might participate in handling a shipment, their combined truck mileage could not exceed 250 miles.

"This proposal by the railroads under the guise of a war conservation measure seeks to defeat the very qualities of motor truck transportation which have contributed so directly to the speedy and flexible flow of materials into the war industries from which come the vast volume of arms and war goods," declared Mr. Rodgers.

"The trucking industry wants no part of it. Our files are thick with letters from shippers all over the country telling of the vital part played by trucks and trailers in movements of war goods in excess of 250 miles. In fact, coast-to-coast and border-to-border trips under emergency calls have won the admiration and commendation not only of industries everywhere but of War Department officials.

"If the railroads wish to present conservation proposals for their own branch of the transportation industry they are free to do so without quarrel from us—but we reserve the right now and at all times to make proposals for conservation in our own branch of the industry.

"The attempt of the railroads to strangle the trucking industry by persuading O.D.T. officials to impose an arbitrary limitation on length of shipments by truck has been long, persistent and tinged with the stale aroma of back-room politics. By methods as hypocritical as they are devious, the railroads have kept alive their attempt in the face of evidence—daily growing stronger—that trucks must be permitted to go anywhere, anytime in the furtherance of their duty to the public and the war effort in the transport of the materials which keep our civilian economy going—and more important—provide the 'tools' our fighting men must have to bring about the ultimate victory over the Axis forces of aggression."

Mr. Rodgers asserted that the railroad proposal is revealed as hypocritical on its face by reason of the fact that while it recommends a 250-mile shipment limit for all commercial motor vehicles, it also recognizes the "special interests" of certain railroads through a proviso "that coal may not be so transported for distances in excess of 100 miles."

"Why should coal specifically be picked out as subject to a limit as low as 100 miles?" he queried. "The reason is that certain 'coal railroads' have exerted their dominance within the railroad group because they want to keep coal hauling under their thumbs.

"With the provision for a 100-mile limit on coal, the railroads let the cat out of the bag. They demonstrated that their true purpose is to squeeze out competition."

As a sop to the public and in order to conceal their true purpose, Mr. Rodgers continued, the railroad proposal for a 250-mile limit would except shipments of household goods and uncrated furniture. The reason here, he said, is obvious—that in the rapid shifts of manpower and families during the war, the railroads fear the clamor that would go up if the public were deprived of the flexible and expeditious movement of personal belongings and forced to use the

cumbersome and often expensive railroad facilities.

"Nor is the proposal confined to a general 250-mile shipment limitation," Mr. Rodgers pointed out. "The railroads suggest that in lieu of 250 miles, the O.D.T. might find it 'preferable' to insert different distances by States or regions. Thus, in one region truck shipments of only 50 miles might be maximum, in another 75 miles, in still another 100.

"As a crowning touch, the railroad interests further recommend that 'it might be well to reduce (the top distance of 250 miles) successively at different periods.' That means a progressive tightening of the strangle grip until truck operators are choked off at some point, which, doubtless the railroads also will seek to dictate to the Government."

The railroads, Mr. Rodgers said, "have cleverly seen to it that limitation proposed by them for themselves leaves plenty of wide open gaps. For example, they say that an order on freight cars should prevent carload rail hauls of less than 50 miles 'unless both the place of loading and the place of unloading of such property are served by railroad industry tracks, except where no other means of transportation is available.'"

"The payoff comes in what the railroads hold forth as a generous plan to exempt direct Government war-connected shipments from the over-all truck shipment limitation of 250 miles. They would have O.D.T. exempt freight shipped or consigned to the Army, Navy, Coast Guard or Marine Corps, and freight consisting principally of airplanes, armaments, munitions, military vehicles and processed parts thereof; and freight consisting of marine equipment consigned to the Maritime Commission or the War Shipping Administration.

"On the surface that looks like a broad exemption, but anyone operating a factory knows that many war-connected types of materials must be shipped in and out which would not fall under such an exemption. Presumably, the railroads would prevent all such shipments by truck in excess of 250 miles no matter how important they might be to the general activity of keeping a plant functioning.

"Furthermore, the railroads well know that many direct war-type shipments move by truck in conjunction with commercial-type goods. Are these mixed-type loads to be covered under a 250-mile limit?"

"Importance of mixed loads is indicated in figures compiled by the trucking industry last July, which showed that 227 trucking concerns in all parts of the country in a single week hauled 17,170 mixed loads of military and commercial freight. The gravity of the problem may be understood when questions of lading, destinations and the like are considered in connection with such mixed loads."

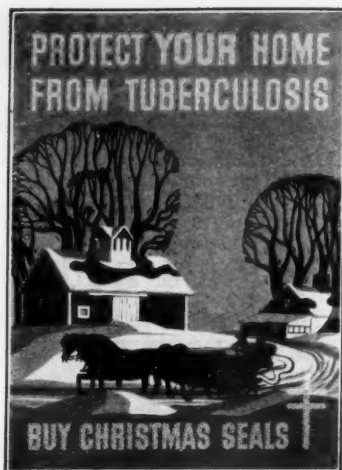
### Don't Slow War Transportation

"If anyone in Washington or any other part of the country ordered a governor put on all factory machines to slow them down 30 per cent, bewildered outcries would chorus from the Atlantic across to the Pacific," states Harvey C. Fruehauf, President of the Fruehauf Trailer Company.

"By this same token," states this veteran manufacturer, "we should think many times before we slow down war-time transportation, because transportation is geared to production, and must be, in order to keep raw materials rolling into our factories and finished products coming out."

"It is very probable that the recent order slowing down highway transportation to 35 miles per hour was done with the 20,000,000 or more passenger cars of the country chiefly in mind. Practically every factory in war work, however, is the terminal of another type of highway transportation which is just as necessary for the maintenance of production as the conveyor system or traveling cranes in the factory itself. This is the motor transport system which is the blood stream of arriving parts and materials and departing finished products."

"As the Baruch report pointed out, we must keep motor transport moving. We cannot win the war without it. We must find the rubber to keep it moving and it can be done. Commercial transportation does not travel at 45 to 50 miles per hour for pleasure. This speed has been reached because it dovetails into consumption, production or delivery. When we throw that system out of balance by slowing down traffic we affect it just as vitally as the railroads would be affected if a similar limitation were placed upon the speed of freight trains. Remember common and contract carriers use only 10 per cent of the rubber as compared with



90 per cent by individuals, farmers, etc.

"So far this has been the one negative approach to our rubber problem. We cannot win the war by negative approaches. This country is big enough and strong enough to lick its problems positively. This rubber problem is one of the greatest we have to face because of the need for motor transport. The government agencies which have need of the manufactured material, our Army and our Navy, know how essential it is to keep production on time. They know it cannot be kept on time without a correspondingly punctual delivery schedule. We have a certain volume of required delivery to meet."

"Before it is too late, let us stop and reconsider artificial speed limitations against a form of traffic which is vital to our war effort. Slowing down war transportation means slowing down war production. The country cannot afford to do it. We must find rubber to keep these essential vehicles rolling, and rolling on schedule."

### Grief at 35 M.P.H.

While the 35 m.p.h. speed limit is necessary now, there are many important instances in the stretches of the Far West where it is far from economically justified and often destructive of equipment, especially on long runs. Most of this equipment was not engineered to operate efficiently at that speed and it is next to impossible to change over equipment, because parts cannot be secured. There are only so many vehicles, but they must carry the same amount of tonnage. This means the use of more trucks, and they are not available. Exceptions should be granted to certain heavy-duty vehicles, it is thought.

The manpower shortage in the trucking industry of the Far West

—which industry leaders say is growing steadily more serious—is causing operators to discuss, verbally and in print, the possibility of using women in the industry, not only as drivers, but in other jobs. E. A. Hills, a Savage Transport executive, editor of "Go" and a leading figure in industry public relations activities, says: "America on a war basis has placed women in shipyards, women in the aircraft factories, and women on streetcars. Now, it looks like women in the motor trucking industry." Hills quotes W. F. Brown, Safety Engineer of Consolidated Edison Co., to the effect that with practise, "women could do this job as well as men," and predicts that in addition to being "drafted for drivers," women will be used as terminal supervisors, dispatchers, platform checkers, and similar light mechanical jobs.

Roy B. Thompson, manager of the Truck Owners Assn. of California, is skeptical of the practicability of women as drivers, at any rate for over-the-road operations and handling of the heavier vehicles, but thinks they might handle delivery trucks in town. The problem with respect to women as drivers, says Thompson, is unloading and loading.

A household goods line in San Francisco (American Van Lines) headed by Albert Lane, suffering from labor shortages, has had a woman dispatcher for the past 5 mos. and reports that it has worked out exceptionally well. October was not only the best month they have known, but 50 per cent ahead of same month last year.

Realizing that the matter of transportation in the Far West is likely to become more acute before another year is out, and that Eastern or national averages do not always apply to California and other Western States, the California State Chamber of Commerce has asked the California Railroad Commission to make a transportation survey so that the exact facts concerning transportation needs and available means of transport may be known.

A meeting was held at the C.R.R.C. offices with State Chamber executives and leading transportation men in attendance. One of the main reasons behind the recommendation for a survey is the possible plight of agriculture—California's main industry—if sufficient transportation, or the right kind of transportation should not be available next year, and succeeding years. California is heavily dependent on trucking, especially for the movement of crops. No more trucks are being made, tires are steadily wearing. Chamber of Commerce men argue that with farmers and war industries as de-

## *Autocar Half-Tracks* ARE GOING GREAT GUNS!

Half-Tracks on the assembly line... Fire-power in high gear... Engines roaring a challenge to the enemies of freedom... *Autocar is in the war*—with the Army, the Navy, and the Air Corps. And under the stimulus of war production, the Autocar Trucks of 194X will be stronger, tougher, and better money-makers for you than ever before.

A promise? A certainty! Product-

development is fostered by war. In the meantime, keep your trucks rolling on the home front—and remember your pledge to the U. S. Truck Conservation Corps. Your trucks are your own, but their life belongs to the Nation.

# AUTOCAR

MANUFACTURED IN ARDMORE, PA.—SERVICED BY  
FACTORY BRANCHES FROM COAST TO COAST





pendent as they are on trucking, the facts should be known concerning essential war and civilian transportation needs in the State, and the extent to which these needs may expect to be served. John Luther, of the State Chamber, is a leading figure in the move.

The proposed survey was endorsed and approved by the California trucking industry at a meeting of the Truck Owners' Assn. of California which passed a resolution to that effect last month.—*Gidlow.*

### Independent Movers' Group Says Truck Speed Limit Harmful

So that its members may be advised regularly on new government orders and regulations, the Independent Movers' & Warehousemen's Assn., Inc., Washington, D. C., has decided to issue a weekly bulletin for the members. The first one was sent out Oct. 31, edited by J. Norman Geipe, the group's president, and N. E. Zelby, the general counsel.

The group took exception in its bulletin to the 35 m.p.h. O.D.T. ruling, stating that this drastic curtailment of speed for motor trucks will bring many problems, particularly those connected with drivers, vehicles and mechanics. In regard to regular schedules and mileages, it was stated that the new speed law would give only a 20-mile average, considering the slower speed for cities, towns and speed-restricted zones. To complete a 1,000-mile haul, it would require about 50 actual running hours, exclusive of 5 eight-hour off-duty periods using one driver. This does not include loading and unloading time.

It will also be necessary for many more truck stops. This brings up the question of whether suitable living quarters can be obtained for the drivers when their 10-hr. day is completed.

"We can expect a great deal more wear on the tires on moderate down grades where the truck, through its own momentum picks up more than 35 m.p.h. and the brakes must be used for snubbing, which increases the wear on the tires," it was stated. Transmission, differentials and engines, including the gears, are built with the expectation, since the inception of the over-drive, that the engine and vital working parts of the truck be rested on flat running. Over-drives will become obsolete and not be used because they are not built sturdy enough to pull a vehicle traveling less than 40 m.p.h.

This will constitute at least a 50 per cent increase in cost of brake lining, also the maintenance of the truck throughout, will increase con-

siderably due to the extra work the vehicle will be called on to do.

It will be necessary to use, when loaded to capacity, on many hills the creeper gear which will slow down the average speed on the short hills that were consummated in 3rd or 4th gear heretofore, and will have to be pulled in the creeper gear or 1st or 2nd. This coupled with the 35 m.p.h. speed while traveling down the hill will increase the fuel consumption about 30 per cent, the group claims. Naturally with this increase goes one on oil consumption.

### Petroleum Haulers Oppose 1/2-Yr. Oil Changing

Higher speed for trucks transporting petroleum and other war materiel; the immediate release of tires for such trucks; and opposition to the Budget Bureau recommendation that automotive lubricants be changed every 6 mos. were among recommendations made to the Petroleum Coordinator by the Petroleum Industry War Council, which met in Chicago last month, coincident with the annual meeting of the American Petroleum Institute.

The 35-mile speed limit, ordered by the Office of Defense Transportation, at least partially defeats its purpose when applied to trucks, the Councils resolution states; in addition, wear upon now almost irreplaceable parts is greatly increased and consumption of motor fuel rises sharply. An increase in speed limits for trucks to 45 m.p.h. is sought.

Acting on reports of difficulty in obtaining tires and that many trucks are laid up for lack of tires, the Council recommended that the OPA promptly direct all local ration boards to provide adequate tires for all petroleum transport trucks of common, contract and private carriers. In expressing opposition to the recommendation that motor oils be changed every 6 mos., the Council pointed out that this runs contrary to the best technical and engineering advice.

Speaking on the American Petroleum Institute's program, R. S. Williams, of ODT's Chicago office urged the petroleum industry to use its drivers and station attendants, in spreading the doctrine of truck conservation among drivers of the Nation's 5,000,000 trucks. "Victory or defeat," he said, "hinges on the success with which we stretch out the useful life of those 5,000,000 trucks and 'keep 'em rolling.'"

S. F. Ninness, chief, Petroleum Carriers section, Division of Motor Transport, O.D.T., outlined the war time regulations of petroleum carriers and explained what is ex-

pected of carriers and shippers in the war effort.

J. F. Winchester, of Standard Oil Co., of New Jersey, talking on "Wartime Problems," visualized the state of affairs if trucks of petroleum carriers ceased to function. Petroleum transportation, he declared, deserves an A1 rating in all its ramifications.

"Except for the armed forces," he added, "we should be rated over all other forms of transportation. If we fail to deliver the goods, maintain the distribution of products, the common and contract carriers, defense plants, armed forces and others will suffer in consequence."—*Slawson.*

### Truckers Discuss Claim Prevention

A conference on "Claim Prevention" sponsored by Central Motor Freight Assn. in Chicago, Nov. 2, brought out a divided opinion as to the responsibility for the steadily mounting number of claims motor carriers are being called on to settle.

Some of the 57 claim adjusters present (including 5 women) contended that shippers are at fault in many ways. Others admitted that improvement in carrier routine for handling shipments would assist in eliminating claims. The situation, all agreed, calls for concerted group action on an educational campaign, even though it might require "a college in every town," to correct the troubles of both shippers and carriers.

One concrete suggestion offered was a proposal to establish a central clearing house where carriers could report "over" shipments for matching against shortages reported by other carriers.

"Freight does not have legs," one speaker said, in this connection. "If the wrong carrier has it, the clearing house would quickly find it." Another speaker told how, in tracing a lost package of considerable value, he wrote 225 letters to carriers and through this means finally found his missing shipment on a truck terminal dock 100 miles away.

Considerable complaint was registered against shippers who use containers "not strong enough to stand ordinary handling," and for using "the wrong kind of packing," on many commodities. String was condemned as "the worst thing you could use" to seal packages. For this the claim men recommended tape which can be identified as belonging to the shipper.

Caution was also sounded on accepting B/L's on shipper's load and count. Shipping room handlers, it was asserted, have been known to mix up orders piled on shipping room floors and where these are



"sent down the chute" the truck driver has to take the shipper's word for the correctness of the consignment.

An opened carton does not necessarily indicate that anything has been lost, it was pointed out. One adjuster told of disposing of repeated shortage claims by sending a man out to the customer's place for a physical checkup. This, he said, proved that the merchandise claimed as short could not possibly have been carried in the opened container, even though it was charged on the invoice. The carrier was cleared and responsibility for the shortage placed where it belonged.

On the question of what to do about accepting "bad order" shipments at the shipper's dock, the claim men were agreed that if the shipment is unsuitable for transportation "it's up to the shipper, not the driver."

"Throw it back on the shipper," one speaker expressed it, but another advised diplomacy and tact, "with a smile in the voice." A better way, still another said, was for the driver to call up his O, S & D department, explain that the package is in bad order and ask, "Shall I pick it up?" If told to do so, an inventory of the container's contents should be made on shipper's dock and suitable memoranda recorded before the driver leaves.

"Has the carrier a moral right to sell 'over' freight for salvage?" brought an outspoken declaration against it from George Rockwood, of Olson Transportation Co., and chairman of C. M. F. A.'s claim prevention committee.

"Why should I worry?" Rockwood said, is the all too common attitude. What is needed, he contended, is cooperation and "a spirit of brotherhood" through such a scheme as the proposed central clearing house, where "How can I help?" would be the ruling motive.

Mandel Korn, of Cushman Motor Delivery Co., and vice-chairman of the claim prevention committee, supplemented this thought by pointing out that much merchandise now being transported is either vitally related to the war effort or represents a possibly scarce article which the manufacturer cannot readily replace. Loss of such freight, he said, quite often has more significance than the mere loss of its money value.

No action was taken on the various proposals made but discussions are to continue at future meetings of this Chicago group.—*Slawson.*

#### Truckers Cooperate in Office Work, Estimating, Etc.

In the wake of government regulations and shortages in man-

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power and equipment, the California trucking industry is disclosing a decided trend toward cooperative activity to survive the emergency, some phases of which are of a nature which well may endure beyond the war.

One of these cooperative gestures is developing along the lines of centrally-controlled handling of office detail whereby one trucker who is sufficiently equipped with personnel, undertakes to handle for other truckers the details of estimating and billing, taking care of the 3 per cent tax, etc. Several instances of that type are in practice now in Southern and Central California. One case involves a for-hire operator who has undertaken the book work for several competitors; and another, a representative of an oil firm, who is taking care of office work for several trucking firms.

Analysis of this development seems to indicate that, although current necessity has been the mother of invention which led to this form of cooperation, the favorable part of the situation is that it has resulted in local groups voluntarily resorting to cooperation in an effort to solve local problems of the industry, a situation which some leaders of the trucking industry feel may carry over beneficially into the post-war period.

The 35-mile limit has developed into one of the major "objections" in California trucking circles. While agreeing that the 35-mile restriction, on the whole, serves an effective purpose in conserving tires, some West Coast truckers contend that exceptions could well be made in special cases. It is felt, for instance, that heavy-duty equipment which is in good repair could be granted higher-speed preferences. The contention is that the greater rubber wear to which the units would be subjected under

higher speeds would be balanced by other economies incidental to the time saving achieved. It has been suggested that such privileged trucks which are granted higher speed ratings could be identified with a distinctive paint mark for day-time operation and a special light arrangement for night travel.

State Railroad Commission records indicate that the anticipated decrease in trucking permits since the war began has not been as great as had been expected. The C.R.C.'s figures disclose that, as of Oct. 1, there were in effect only 500 less permits than on the corresponding date in 1941. While ordinarily the C.R.C. receives approximately 50 per cent applications from hold-over certificate owners and 50 per cent from newcomers, the current figures show that some 65 per cent of the applicants are newcomers. This trend is believed due to the fact, partially, that greater numbers of private haulers are applying for certificates as for-hire carriers—*Herr.*

#### Chicago Van Clearing House Pays

Four big interstate household goods movers, who recently pooled transportation facilities and opened a joint information clearing house in Chicago, at the behest of O. D. T., are finding that the new arrangement is bringing more benefits than first anticipated. The organizations involved are Aero-Mayflower Transit Co., Grey Van Lines, United Van Lines, and North American Van Lines, whose central pooling office is located at 1338 S. Michigan Ave., Chicago.

Through the "matching" service which is being handled by Miss Helen Fiolka, much dead mileage is being eliminated, it was stated. The first such achievement concerned a van with a load of household goods destined for Raleigh, N. C. At the same time another of the 4 companies received an order to pick up a load at Raleigh, but had no equipment there to handle it. Through the new Chicago clearing house it was possible to arrange for the empty van already in Raleigh to come back loaded with the other company's order. Similar instances, occurring daily, are enabling the 4 companies to offset the disadvantages of irregular trucking schedules involved in household goods moving, and comply fully with O. D. T. restrictions aimed at conservation of trucking equipment.—*Slawson.*

# FROM The Capital

## 3 Per Cent Freight Tax

Effective midnight, Nov. 30, all carriers, both common and contract, will be required to collect a 3 per cent tax on all express and freight transportation, except that in the case of coal, the tax is to be 4 cents per short ton, as provided in the 1942 revenue act which was passed by Congress in October.

The law provides that the tax on transportation of property "shall take effect on the first day of the month which begins more than 30 days after the date of the enactment of this act."

Under the tax provision, the 3 per cent tax will be assessed against the shipper on property moving by rail, motor vehicle, water, or air, from one point in the United States to another, in addition to the shipping charges. The tax applies not only to motor carriers and contract carriers, but to express companies, freight forwarders, and others engaged in transporting property.

In the case of property transported from a point outside the United States to a point within the United States the tax shall apply to the amount paid within the United States for that part of the transportation which takes place within the United States.

The tax does not apply to amounts paid by the Federal government or its agencies for shipments of government property.

Although the imposition of the tax was opposed by the transportation industry on the ground that it would result in new burdens on an already overburdened industry and necessitates new accounting systems, Congress refused to yield and carriers are faced with added duties in the administration and collection of the tax.

The amended act provides that "every person engaged in the business of transporting property for hire, including freight forwarders, express companies, and similar persons, shall, on or before (the 60 days after the effective date of this section), or within 60 days after the first engaging in the business of transportation of property for hire, register his name and his place of business with the collector in the district in which is located the principal place of business of such person. Every such person

who fails to register within the period specified shall be guilty of a misdemeanor and upon conviction thereof shall be fined not more than \$50."

In other words, on or before Jan. 29, 1943, every common or contract motor carrier must register with the Collector of Internal Revenue in the district in which his principal office is located.

The amended act also contains section providing for the payment of the tax imposed by the carrier for the transportation of property. It reads as follows:

"The tax imposed by this section shall be paid by the person making the payment subject to the tax. Each person receiving any payment specified in subsection (a) shall collect the amount of the tax imposed from the person making such payment, and shall, on or before the last day of each month, make a return, under oath, for the preceding month, and pay the taxes so collected to the collector in the district in which his principal place of business is located, or if he has no principal place of business in the United States, to the Collector at Baltimore, Maryland." — *Maning*.

## Questions and Answers on Transportation Tax

Here are answers to some of the questions which have arisen in connection with the new federal tax of 3 per cent on all transportation charges. They were obtained by American Trucking Associations as a result of discussions with officials of the Bureau of Internal Revenue and the Interstate Commerce Commission. The answers are tentative and subject to change by formal order.

**Q. Does the tax apply to intrastate and intracity traffic?**

**A. Yes.**

**Q. Does the tax apply on import traffic?**

**A. Yes.** The law provides "In the case of property transported from a point without the United States to a point within the United States the tax shall apply to the amount paid within the United States for that part of the transportation which takes place within the United States."

**Q. Does the tax apply to charges paid on export traffic?**

**A.** Amounts paid for the transportation of property shipped for export and actually exported are exempt from tax. Property is considered in course of exportation when it has been started on its final voyage or is delivered to a carrier for continuous transportation beyond the boundaries of the United States.

**Q. Must the carrier who collects the freight charges remit the entire tax or should each interline carrier settle separately with the Bureau of Internal Revenue?**

**A.** The tax should be remitted by the carrier who collects the freight charges.

**Q. On combination movements where charges are collected at two or more points, shall each carrier remit tax on amount collected by it?**

**A. Yes.**

**Q. On an undercharged shipment, shall the tax be remitted on the amount actually collected and then additional tax remitted when balance of freight charges is collected?**

**A. Yes.**

**Q. If a shipment is overcharged, may the excess tax paid be recovered?**

**A.** On any amount refunded, the tax collected on such amount should likewise be refunded. The carrier may then claim credit for such tax refund on his next monthly tax return.

**Q. Will carriers be required to remit a tax in instances where they have been unable to collect freight charges?**

**A. No.** The law bases the tax on freight charges "collected."

**Q. Will forms for remitting tax collections to the Bureau of Internal Revenue and Registration forms be made available?**

**A.** Forms for remitting tax collection are now being printed and will be available shortly. It has not yet been decided whether forms will be required for registration.

**Q. When does the law become effective and within what period of time is registration required?**

**A.** December 1st is the effective date of the law with regard to which it will be determined whether a shipment is in transit, but December 2nd is the date with regard to which the date of collection of charges becomes significant. This is because the act reads " \* \* \* the amount paid \* \* \*

after the effective date of this section \* \* \*." Carriers must register on or before the 60th day after December 1st, which is Jan. 30, 1943.

**Q. Will a shipment in transit on December 1st be subject to tax if charges were prepaid prior to that date?**

**A. No.** It has been tentatively decided with respect to all questions of this nature that any shipment on which charges have been paid prior to December 2nd or the transportation of which commenced prior to December 1st will not be subject to the tax.

**Q. If transportation is completed prior to December 1, the payment deferred until after that date under a credit arrangement is tax to be collected?**

**A. No.** As transportation was completed prior to December 1 such a shipment is not taxable.

**Q. What, if any, tariff provisions must be published?**

**A.** This question was answered by the I.C.C. who advised that no tariff provisions need be published although carriers may publish such provisions if they desire. If published, it must be indicated in connection therewith that such publication is for information purposes only.

**Q. If an allowance is made to the shipper, as, for example, a pick-up or delivery allowance, is the tax to be paid on the full charge, or may the allowance be deducted first?**

**A.** Present feeling is that the tax will apply on the net charge after deduction of any allowances paid.

**Q. In computing the tax what disposition shall be made of fractions?**

**A.** Fractions of one-half cent or over shall be increased to the next whole cent; fractions of less than one-half cent may be dropped.

**Q. If charges for several shipments are presented on one freight bill shall the tax be computed separately on each shipment or on the total bill?**

**A.** On the total bill.

### No Certificates for Idle Trucks

No Certificates of War Necessity are required for vehicles "laid up" indefinitely until they are placed back in operation, the Office of Defense Transportation states.

This is because the Certificates of War Necessity, which were required for all motor vehicles on the road beginning Nov. 15, are issued for the operation of each vehicle, and not for the vehicle itself.

The O.D.T. drew a distinction between vehicles in "dead storage" and those used as stand-by equipment. Those in dead storage, such

as a farmer's truck which will not be placed into use until Spring, or a taxicab out of service because of a curtailment order, need not have Certificates now. Stand-by equipment currently available to be pressed into service whenever needed, however, should have had Certificates of War Necessity by the Nov. 15 deadline.

### Overtime Pay Base Ruling Stands

The U. S. Supreme Court has refused to reconsider its ruling that the Fair Labor Standards Act requires time-and-a-half pay for overtime on the basis of an employee's regular wage rate and not the statutory minimum rate. Last June, an 8-to-1 decision involved the Overnight Motor Transportation Co., Inc., Baltimore. The Court also declined to reconsider a 5-to-4 decision involving the *Dallas Morning News* in which it was held that a company paying a regular weekly salary above the amount required by the labor law may compute overtime on the basis of an hourly wage fixed by contract with the employees.

Under the Overnight case ruling, the employer and employee may make an employment contract which meets the requirements of the Wage-Hour Act but which may go further to suit the needs of the parties. According to R. M. Rice, general counsel of the American Trucking Associations, Inc., payment of "not less than time-and-a-half" the regular wage for hours worked beyond 40 per week is acceptable to the Court. In fact, an agreement to pay "not less than time-and-a-half" means that parties can agree on more than time-and-a-half. Settled also is the original holding of the Court in the Overnight case that where recovery is had for overtime, the employer will be required to pay, upon judgment of a court for such overtime as is proved, from the effective date of the act, Oct. 24, 1938.

The Fair Labor Standards Act does not require payment of time-and-a-half for overtime worked by drivers, drivers' helpers, loaders, mechanics, bona fide executives, administrative or professional employees. However, the minimum wage for all employees in the trucking industry is 40 cents per hour, effective March 16, 1942, by order of the administrator.

Claims by the representatives of the administrator of the act that persons who work part time on duties affecting safety of operations and part time on other duties are subject to the time-and-a-half provisions of the act have not been upheld by the courts.

### Justice Dept. Won't Impede War Effort

Assurance that the Dept. of Justice will "institute no proceedings against carriers or rate bureaus which will impede or obstruct the war effort," was given Nov. 12 by Attorney General Biddle.

Mr. Biddle stated that the Dept. of Justice had been working with other government agencies "concerned with wartime transportation." Such agencies would be the War and Navy departments, the Office of Defense Transportation and the Office of Price Administration.

The department's anti-trust investigation into the transportation industry had promised to develop into one of the largest or largest inquiry yet undertaken by the agency.

Mr. Biddle's statement follows:

"There appears to be some misapprehension on the part of the general public as well as the carriers (rail, air, motor and water) concerning the scope and objectives of the grand jury investigation into rate bureaus, rate conferences and similar common carrier organizations recently instituted by the anti-trust division of the Dept. of Justice.

"In order to dispel whatever misconceptions may exist, I should like to state simply that no investigation or disturbance of the existing normal and established activities of carrier rate bureaus and conferences is contemplated by the department.

"I feel that any such program at this time would unduly diffuse the activities and energy of the carriers and hence unnecessarily burden them at a time when they are engaged in the difficult and complex job of aiding the Government in the prosecution of the war.

"There have been brought to the attention of the department, however, a few flagrant abuses of the joint method of rate initiation which involved coercive practices, such as intimidation, fomenting of strikes and boycott. Such activities are unjustified under any circumstances, and their elimination by civil or criminal processes will benefit the public and the carriers alike. The Dept. of Justice, therefore, will prosecute cases involving such disregard of the rights and interests of others by resort to such flagrant conduct.

"The Dept. of Justice will continue to work in close harmony with other government agencies concerned with wartime transportation, and intends to institute no proceedings against carriers nor bureaus which will impede or obstruct the war effort."—Manning.



# AIR CARGO . . .

## Present Handicaps .

By JOHN H. FREDERICK  
Professor of Transportation and Industry,  
School of Business Administration,  
The University of Texas.

**T**HERE seems to be no doubt that air cargo transportation will play a very important part in airline business as time goes on. Every form of transportation begins as a passenger, mail, and express service and then winds up by hauling cargo as the major part of its activity. Air transportation, while still in its infancy, is no exception, and the airlines have supplied an air cargo service of a sort in their air express business; but with only about 9,000 tons carried in 1941 at an average of 7 lbs. per package yielding less than 3 per cent of airline income. This traffic was less than .0003 of 1 per cent of the total volume moving by rail freight in the United States in that year (not to mention rail express, highway trucking, river and inter-coastal traffic).

The airlines, therefore, can hardly be said to be in the air cargo or air freight business as yet. *But call it air express, call it air freight, or lump it all into the general term—air cargo, whenever a real service for such traffic does start on the airlines of the United States it is going to account for the bulk of their operations. This is inevitable, even though passenger operations continue to increase even more than they have in the past.*

There are several reasons why the airlines of the country had not built up a greater air cargo traffic by 1941. One reason is that the airlines themselves had been preoccupied in building up passenger traffic and had never done a selling job on air cargo. Another is that air cargo development had been left in the hands of the Railway Express Agency with the result that no selling job was done by this organization, for obvious reasons, at least until 1940 and then only in a half-hearted fashion. But perhaps one of the chief reasons why the airlines had not been particularly concerned with developing air cargo traffic and had been content

to leave its growth in the hands of a competitor was that, with the type of equipment they were operating, air cargo was rather a headache due to the small amount of space available in passenger planes for its carriage.

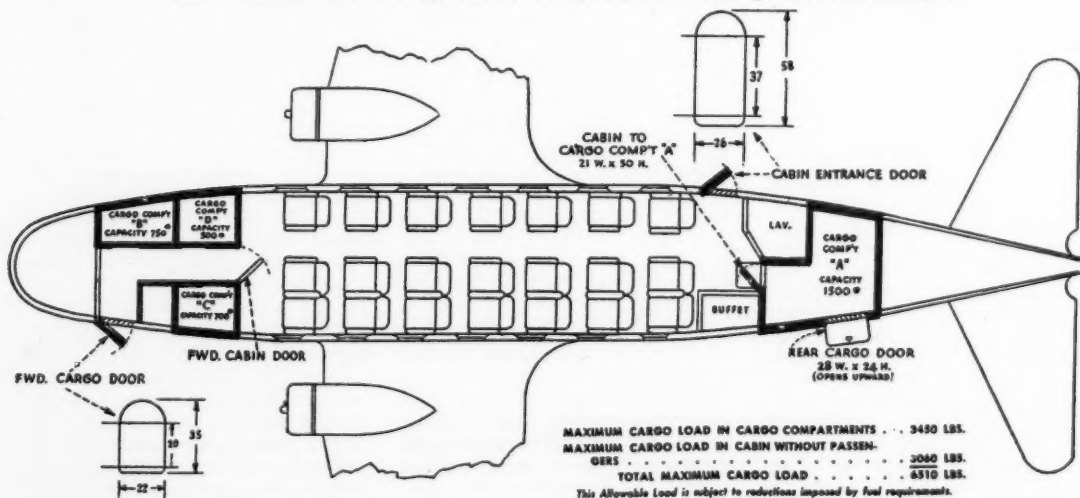
Fig. 1 is the floor plan of a Douglas DC-3. These planes are and have been standard equipment on the airlines of the United States for some time and are designed primarily to carry passengers and mail. By the time the passengers, mail and baggage have been loaded for any particular flight, there is often little space left for cargo. Even were all so-called cargo space devoted to such shipments rather than partly to mail and baggage, the total cargo load in the cargo compartments would only be 3,450 lbs. per plane. But such a complete cargo load is seldom if ever attained. Moreover, shippers have been and still are very seriously limited in the size of packages which can be sent by air. It must be borne in mind that the type of equipment referred to here is the *only* type available to ordinary shippers of air express today. Air express is not carried in planes devoted exclusively to such traffic except under unusual circumstances.

Fig. 2 illustrates the obvious inefficiencies of the type of equipment now used by the airlines for all purpose cargo transportation. This is a cutaway view of the rear cargo compartment of a Douglas DC-3, the largest cargo compartment in the plane and where such traffic is usually carried. The largest package that could be carried in this space would be 28 in. wide by 24 in. high in order to get it through the small door. In fact, this compartment was never designed for anything but mail and baggage.

On some airlines this cargo compartment may also be reached through the passenger compartment, in which case the maximum dimensions of a package could be 21 in. wide by 50 in. high. However, before making a shipment of these maximum dimensions it would be wise to check as to a line's ability to handle it, particularly where it is an interline shipment.

To handle cargo in this space is most inefficient. Talk to any cargo handler at any airport and he will tell you

Fig. 1—Floor plan of a Douglas DC-3 transport plane. Courtesy, American Airlines.





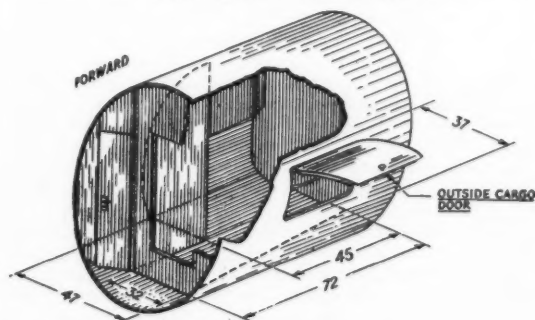
# ... and a Look Into the Future ...



Consolidated C-37 cargo transport adapted from the B-21 bomber type. These planes carry 6 tons of cargo at a speed of more than 300 miles per hour with a range of nearly 3,000 miles. Courtesy, Consolidated Aircraft Corp.

that, since it is necessary to first lift the package chest high in order to get it over the high door sill and then lower it into the interior, there is danger of a heavy package slipping or being deliberately let fall. Then after the package is inside the door the cargo handler must crawl into the compartment, a job in itself, in order to place the shipment in position. If there is a large shipment of several bulky packages, unless there is a helper inside the compartment, the cargo handler has to keep climbing in and out, it being impossible to reach all the areas in the compartment from outside the plane. For unloading, the cargo handler has to climb inside and pass the packages to another man after lifting the shipment over the door sill or, when a second cargo handler is not available, as is true in many cases, the man in the plane reaches over the side and drops the shipment onto a truck or cart. He then has to climb out onto the cart and shift packages so as to have a clear place to drop something else. This procedure is akin to loading or unloading a ship through the port holes.

Fig. 2—Cargo compartment of a typical transport plane. Courtesy American Airlines.



The front cargo compartments, shown in Fig. 1, have a maximum carrying capacity of 1,950 lbs. The largest package that can be carried in any of these compartments if as much as 22 in. wide can be only 20 in. high in order to get through the forward cargo door. (If less than 20 in. wide a package can be as much as 35 in. high.) How many shipments come within these measurement restrictions?

Moreover, weight in the packages to be carried in these forward compartments is a real problem, since the cargo handlers have to lift such packages by main strength, except in the rare cases where conveyor loading and unloading facilities are provided. The cargo handler places the package on the floor of the plane from which point the co-pilot has to roll it, drag it or carry it down the narrow aisle and wedge it in one of the narrow compartments. These forward cargo compartments are higher than the rear cargo compartment but have very little floor area, so that everything has to be vertically stacked as in a locker.

This means that the co-pilot, who on most lines is held responsible for cargo stowage in forward compartments, must shift and reshuffle at every stop where cargo mail or baggage is removed from or added to these compartments.

It might be supposed that the airlines could work out a system of station-order stowage; but this is not always possible as anyone well knows who has observed the actions of cargo-handlers and others at intermediate airports in shifting and shuffling cargo, mail and baggage around. Such shuffling often involves unloading from forward compartments and into the rear compartment and back into the forward compartment again—sometimes as many as 2 or 3 times at a stop. This movement of cargo around during the process of a flight is due in a few cases to a Captain's requesting that the plane be trimmed, but in most cases it is because cargo for particular points enroute cannot be segregated properly due to the restrictions on space within a plane.

In unloading from the forward compartments there



The Marines have landed, but this time it's from the skies. The wide doors in the side of the Marine transport plane swing open and the combat troops unload the anti-tank gun. Courtesy, U. S. Marine Corps.

is also a great amount of inefficiency in the use of present type planes. The co-pilot is supposed to organize his forward cargo for unloading before the plane arrives at an airport but he is very often too busy in carrying out his regular duties, which are increased as the plane approaches a stop, to pay any attention to cargo, mail or baggage until after the plane lands. In smooth air it is sometimes possible for a co-pilot to take out cargo and arrange it for unloading before a landing, but he is seriously hampered by the lack of space for such sorting, if the compartments are full; all he has is an aisle about shoulder width. Consequently it is very seldom that cargo is arranged to come out directly and the co-pilot begins his cargo handling after the plane has pulled up on the ramp at the stop. Moreover, if his load off at a particular point does not tally with the manifest he must pull out all the cargo in all the forward compartments, vertically stacked, so as to find a missing package. He has no place to put this disarranged cargo except outside the plane, down the ladder onto the ground. This takes 3 men to handle the cargo which then has to all be loaded on again, back up the ladder.

Normally, however, the co-pilot moves the shipments, mail and baggage to the forward door where they are taken hold of by a cargo handler and passed down the ladder to a man on the ground where they are placed on truck or cart. It is always a temptation to let gravity do the work in this process. Gravity is the chief tool of most cargo handlers.

#### No Sorting Space

Another defect caused by the bottleneck of the small cargo doors, both for rear and forward compartments, is that loading and unloading cannot both go on at the same time. At transfer points a plane must be completely unloaded before being loaded. This takes quite a lot of time at such points and sometimes at intermediate points also. The limited cargo space in the plane makes it necessary, in sorting cargo at transfer points to take off the through cargo which might otherwise be left on the plane if there was any space for sorting.

At the present time a limited amount of cargo is handled in the passenger compartment, but not unless absolutely necessary. This is highly restricted space because of the shape of the seats and the necessity of securing the package in the seat space. United Airlines has devised a canvas slip-cover container for this type of cargo carried in a transport plane cabin and other lines have various methods of handling this problem. Packages carried in the passenger compartment are

usually small, even though the cabin door might permit of the entrance of a package 26 in. wide and 37 in. high. Due to the danger of carrying such a large package in with passengers, it is seldom done. The ability of an airline to carry cargo in the passenger compartment depends on the passenger load and operating conditions for a particular flight. *If a shipper has a package of a shape which can only be carried in the passenger compartment he should make space reservation in advance just as if he were a passenger to occupy a seat in the plane.*

From a floor-load point of view the airlines can now handle almost any weight package, provided its dimensions will permit of its loading into the plane. The load limit is, however, 100 lbs. per square foot. But few shipments are this heavy. Shipments which weigh more than 100 lbs. per square foot of floor area can frequently be carried if the shipper will fasten an auxiliary base to the box or other container, larger than it is, in order to enable the load to be distributed over more floor area. Heavy steel castings, machine parts and the like have been handled in this way.

Manifestly the present limitations on the use of air cargo by the ordinary shipper, who has to depend on air express under the conditions just discussed, does not make for efficiency in its handling nor permit of its maximum use. The airlines of the country are doing what they can with present type equipment, but if air cargo is to come into its own and play the part that it should during the war and directly afterward, the airlines will have to be allowed to obtain and operate planes designed for cargo. These type planes are now in production and are being operated by the Air Transport Command and by some of the airlines on contract cargo routes for the Army, but none have so far been made available for the ordinary shipper who sends his goods by air express, or would if he could. Of course, after the war this type of equipment will be made available, but the point is that some of it should be in operation now by the airlines carrying the goods of the ordinary shipper, not just Army and Navy shipments. This would enable the airlines to experiment and assist in relieving some of the transportation bottlenecks facing ordinary shippers today.

The potential efficiency of air transportation, operating without roads or tracks and unhampered by water resistance, has not yet been approached; but one of the best indications of what that potential might be is supplied by the operations of the Air Transport Command, which for nearly 2 yrs. has been moving a steadily increasing tonnage of men and materials to various parts of the world.

Wartime communication lines have always marked the trade routes of the future, and this war is no exception. Tomorrow's trade routes lie unquestionably through the air to the remotest corners of the world, which in the near future will be separated from any point in the United States by a few days of flying time at the most. *Brig. Gen. Harold George, head of Air Transport Command, says he expects the airline system, expanded to worldwide proportions, will be 10 times its domestic extent. As a result, this country will have airlines to every populous area on the globe when the war ends.*

What air transportation has to offer is speed and more speed. Ton-miles in the air result from the miles covered and not from the tons carried in any one plane on any one flight. Too often this is overlooked when the plane is under discussion as a heavy cargo carrier. It is not what one plane can carry that counts, it is not the comparison between the plane's relatively small load and the huge holds of a freight vessel or the capacity of a freight train that counts; it is the number of ton-miles delivered during a period of time. The plane builds ton-miles into substantial totals by flying at such

(Continued on page 56)



### Air Cargo Engineering Meeting Program at Chicago

The Dec. 8 and 9 Air Cargo Engineering meeting of the Society of Automotive Engineers to be held at the Hotel Knickerbocker, Chicago, will include the following speakers and subjects:

On Dec. 8, "Airline Cargo Problems" will be discussed in the morning session under the chairmanship of Wm. C. Littlewood, American Airlines. Chas. Froesch, Eastern Air Lines, will discuss "Deficiencies of Converted Passenger Airplanes for Cargo Operation Requirements." One or 2 additional air transport subjects will be presented, it is expected. At a luncheon meeting, extending throughout the afternoon on the same day, C. G. Peterson, Railway Express Agency, will present "Packaging and Handling of Air Cargo." J. Parker Van Zandt, Civil Aeronautics Board, will talk on "A Survey of Cargo Operations in South America." And J. V. Sheehan, Lockheed Aircraft Corp., will talk on "The Economics of Post War Carriage of Air Cargo." A dinner meeting on the same day, under the chairmanship of R. D. Kelly, United Air Lines, and with W. B. Stout, Stout Skycraft Corp., as toastmaster, will hear Col. H. R. Harris of the A.T.C., A.A.F., on "The Importance of Air Cargo on the War Effort." A companion paper is expected from the Naval Air Transport.

On Dec. 9, the morning session under the chairmanship of P. Altman, Vultee Aircraft, will hear E. S. Evans, Evans Products Co., on "Securing Means for Air Cargo"; H. D. Hoekstra, Civil Aeronautics Authority, on "Structural Materials for the Cargo Airplane"; and Carlos Wood, Douglas Aircraft Corp., on "Airplane Design for Cargo Transportation." The afternoon session, under the chairmanship of G. P. Graddick, United Air Lines, will hear Richard DuPont, All American Aviation, Inc., on "Air Pickup and Gliders As Related to the Future of Air Cargo." A companion paper is expected from Air Forces.

### Aircraft Chamber Torn by Internal Strife

Many leading plane builders have sent in resignations to the Aeronautical Chamber of Commerce, Inc., the trade association of the American aviation manufacturing industry. Though the real reason for the resignations is not known, it is stated that there has been a protest over the assessment for dues and the voting question. All members pay dues according to gross sales, but each member has a single vote regardless of the amount of dues paid. The conclusion seems to be that the larger members want a more powerful voice in the operation of the association. It is stated that early in November a special "reorganization" committee of the chamber, headed by Edgar Gott of Consolidated Aircraft Corp., San Diego, Cal., met in Washington, but no word of its work has been made known. Representatives of Curtiss-Wright, United Aircraft, Boeing, Douglas, North American, Lockheed and Taylorcraft were present, it is claimed. On Dec. 3 the chamber is scheduled to hold its annual meeting in New

York City at which time it is expected there will be a showdown on whatever has caused the internal strife. The association came into being late in 1921 and at present has a membership of about 200 companies.

### United Makes Air Cargo Gains

C. P. Graddick, director of United Air Lines' express-mail-freight department, states that during September, express-pound miles flown by United totaled about 714,238,000, or a gain of more than 133 per cent over the 306,282,994 pound-miles flown in the same month last year. Mail-pound miles totaled about 1,267,142,000 or 97 per cent more than was handled in the same month a year ago.

For the first 9 mos. of this year, United's total was 5,414,119,119 express-pound miles, as compared with 2,151,687,985, for the corresponding period of last year. —Slawson.

### New High

Total weight of shipments handled during August by 20 major commercial airlines was 2,048,085 lbs., an increase of 81.1 per cent over the 1941 month. The poundage was the highest monthly total in 15 yrs. Shipments for August totaled 116,257, up 4.4 per cent over the same month a year ago.

### Higgins to Build 1,200 Cargo Planes

Andrew J. Higgins has obtained a contract to build 1,200 army cargo planes in his New Orleans shipyard. These planes will be of type now in production at other plants. The newer types are to be built by Henry J. Kaiser, West Coast shipbuilder. Work on an experimental model is now in progress. Mr. Higgins' aircraft building will be directed by Col. John H. Jouett, who resigned as president of the Aeronautical Chamber of Commerce of America to take the post.

### Airlines Start All-Cargo Coast-to-Coast Service

An all-cargo air freight service on a continent-wide scale was started early in November by United Air Lines and American Airlines. This service links New York and major Pacific Coast cities. Eastern Airlines had earlier started a North-South run from New York to Miami. The new service, it is stated, is separate from any military cargo operations and is designed to ease an acute shortage of air express cargo service.

For the first time, complete airplanes will carry nothing but freight, as opposed to usual practice in which passengers, mail and air cargo share the same plane. This change will make possible loading 2½ to 3 tons of freight, depending upon wind and weather.



## Illinois Central Visions Post War Use of Air Cargo

"Transportation of freight by air is on the way and will forcibly establish itself in the post war era," is reported by the Illinois Central Railroad in a 50-page report recently completed by its research bureau. "This, as a forerunner," continues the report, "should cause the railroads to weld themselves together to foster air transportation for the movement of high-grade merchandise traffic as a subsidiary to mass rail transportation, superimposing an air freight carrier on the present rail organization."

The report covers the development of air express and freight, equipment capacity and operating cost, comparison of air and rail rates and service, and conclusions.

The research staff of the I. C. concedes that the war pressure on plane design construction will bring about many improvements which will be of inestimable benefit to post war airline operations. An upward rise in payload ratios as contrasted with present-day cargo capacities can be anticipated, says the report, because new theories in aero-dynamics can safely be expected to come forth. The report states further:

"Increased efficiency in engine power will make it possible to fly greater weights. The aircraft industry now claims that planes can be constructed that can carry 20 tons at high altitudes and on long distance flights. As a matter of fact, present day war bombers now carry load weights which would have been unthinkable as little as five years ago. The fact that air express has prospered points out that shippers are willing to pay high premiums for speedy movements. . . . on a list of commodities that will undoubtedly increase in volume as the rate on this premium is graduated downward. . . . Aircraft express and freight operations carried on over the entire globe have far passed the experimental stage.

"The war impetus is now influencing pilot training to such a degree that an unprecedented number of persons have received. . . certificates during the past 5 years. A vast abundance of airplanes is coming into existence because of war demands. . . and an army of personnel experienced in their operation.

"Obviously, the first kind of rail business that will be affected by low cost air freight competition is that now moving via railway express, where the present rates from Chicago to Omaha and Memphis, for example, average 13.4 cents per ton-mile. With the first and second class LCL freight rates ranging from 3.3 to 6.6 cents per ton-mile, a reduction in air freight rates equivalent to more than 90 per cent below the present level of air express rates will be necessary before aircraft service can effectively compete with rail LCL merchandise freight on a cost basis.

"Besides being very costly compared to competing modes of transportation, present air express rates seem to disregard the 'tapering principle' for instead of the rate per ton-mile decreasing as the length of haul increases, it places a penalty on the long hauls. The revenue per ton-mile in air express service rises 11 per cent with the upward graduation in mileage between Omaha and San Francisco as contrasted with declines of 31 per cent by railway express, 15 per cent by first class LCL freight service and 13 per cent by second LCL service. However, even before air express or air freight rates reach parity with railway express or railway LCL rates on a ton-mile basis, the service superiority of air transportation will attract a considerable amount of regular tonnage of the higher classes away from the rails." The report added that air express rates are "grossly out of proportion" to time savings over railway express.

## Noorduyn Heads Canadian Air Transport Group

R. B. C. Noorduyn, vice-president and general manager of Noorduyn Aviation, Limited, was elected president of the Air Industries and Transport Assn. of Canada, Ottawa, formerly the Air Transport Assn. of Canada, at the annual meeting held in Montreal on Nov. 2.

Mr. Noorduyn succeeded James Young, president of Canadian Pratt and Whitney Aircraft Co., Ltd., whose term as director of the association had expired.

C. H. (Punch) Dickens, general manager of Canadian Pacific Air Lines, Ltd., was elected vice-president and W. F. English, assistant vice-president, Trans-Canada Air Lines, was elected honorary secretary. M. E. Ashton, president of Wings, Limited, was re-elected honorary treasurer.

Other directors are J. N. Baird, British Aeroplane Engines, Ltd.; W. N. Deisher, Fleet Aircraft, Ltd.;

P. C. Garratt, De Havilland Aircraft of Canada, Ltd.; Grant MacDonald, MacDonald Bros. Aircraft, Ltd.; and C. R. Troup, Canadian Pacific Air Lines, Ltd. W. B. Burchall, of Ottawa, who is full time executive secretary, was re-appointed.

Membership of the association has always included both operators and constructors and the change in the name of the association was deemed advisable in order that it would be more accurately descriptive of the interests and activities of the seventy-five member firms. This total includes all the independent aircraft constructors in Canada, 15 in number; 16 air transport operators; operators of air observer schools; repair and overhaul companies; manufacturers of accessories, petroleum products and supplies.

Visiting representatives were guests of the Canadian Pacific Air Lines at a luncheon at which D. C. Coleman, president of the C. P. R., told the convention—"the post war existence is going to be a hard one in which no man will have money to spend on useless luxuries" . . . The air transport industry would have to offer something else besides speed to win and hold traffic . . . you will have to be prepared to be judged as against other forms of transport on the basis of safety, cost, comfort and convenience."

At the annual dinner, held in the evening, Ralph P. Bell, Director-General of Aircraft Production, Dept. of Munitions and Supply, Ottawa, who had returned from England only a few days previously, delivered an "off-the-record" speech in which he described some of his observations while in that country. Mr. Bell also gave some figures covering the growth of aircraft production in Canada and urged Canadian manufacturers to spur their efforts so that absolute superiority in the air might be attained. This was the most economical and quickest way by which victory for the Allies could be assured.

Mr. Bell introduced Lord Burghley of the British Ministry of Aircraft Production and Group Captain E. R. Pearce, Director of Production, Canadian and American Aircraft, British Ministry of Aircraft Production.

Lord Burghley expressed the appreciation of the British people for the magnificent contribution being made by Canadian industry to the requirements of the United Nations in their effort to achieve complete victory.

## Freight Forwarders Eye Air Cargo

Freight forwarders are eyeing closely the development of "flying freight trains" and when mass cargo transportation by air becomes a reality, the freight forwarding industry will be "in the vanguard and always on the alert to take advantage of this development." This is the prediction of T. A. Bradley, president of Acme Fast Freight, Inc., New York, made in an address at the recent mid-year convention of the National Retail Dry Goods Assn. in Chicago.

"Freight officials," Mr. Bradley asserted, "are beginning to think of the airplane in terms of a permanent instrumentality of freight transportation." At the end of the last war, he pointed out, motor trucks were a new vehicle of transportation. He sketched the use made of them by freight forwarders in linking the smaller cities with the larger, and declared that a similar course of development, involving the airplane, appears probable, forecasting "a different transportation picture in the post-war world."

"It does not take a colossal imagination to realize that we are going to find ourselves at the end of this struggle with thousands of airplanes for which a use must be found. As a part of their continued production for military and naval purposes, the manufacturers will be looking for commercial sidelines. Just as happened at the end of the last war, existing models

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## Personnel

G. W. Mather, traffic manager for the Johns-Manville Products Corp., Manville, N. J., is a Major in the Army. Major Mather has been named Acting Chief,



Major G. W.  
Mather

Transportation Branch, First Service, Command Headquarters at Boston. A. J. Kroll is acting as traffic manager in Major Mather's absence.

James Gallagher, owner of Gallagher's warehouses, Philadelphia, Pa., has the distinction of being the first warehouseman to be elected to the House of Repre-



Rep. James  
Gallagher

sentatives. In the last elections he was elected to the Congress of the United States to represent the First Congressional District of Pennsylvania on the Republican ticket.

Mrs. Irving G. Moore, who is widely known in warehousing circles as Miss Martha Dunlap, editor of *The Furniture Warehouseman*, published by the National Furniture Warehousemen's Assn., is recovering from injuries suffered early last month in an automobile accident near Gary, Ind. At a sharp turn on a steep grade, only 4 miles from home, the car which Mr. Moore was driving, skidded and dashed against a railroad abutment. Mrs. Moore, who was dozing on the front seat, was thrown against the windshield, suffering a double fracture of one arm, with serious lacerations about the face and injuries to the jaw with loss of numerous teeth. Mr. Moore, who is public relations officer for

Kopp Forge Co., Chicago, suffered a fractured knee cap and other minor injuries. Their 7-yr.-old daughter, who was asleep on the back seat, escaped with slight scratches. All were removed to a Gary hospital and later transferred to a Chicago institution for special surgical attention. Both are at home now at 5209 Kenwood Ave., Chicago. Their many friends in the warehousing industry will join in wishing them speedy and complete recovery.—*Slawson*.

J. D. Beeler, vice-president and general manager of the Mead Johnson Terminal Corp., Evansville, Ind., who has been serving as chief of the inland waterways section of the War Production Board division of stockpiling and transportation, will take over new duties at Washington, D. C. He has been succeeded by E. H. Cordes, Chicago agent of the Federal Barge Lines, with which he has been associated since 1926. Previously, he was traffic manager of the Stacey Mfg. Co., at Cincinnati.

Douglas Miller has been appointed general traffic manager of the Superior Felt & Bedding Co., and its divisions, Englander Co., Inc., Sanitary Textile Corp. and the Seely Mattress Co. The company operates plants Brooklyn, N. Y., Baltimore, Chicago, DeKalb, Ill., Kansas City, Dallas and Columbus, Ohio. Mr. Miller is located at the Englander plant in Brooklyn. A. E. Edell has been appointed chief rate clerk of the company.

Charles J. Baker, a Major in the Army, was recently elected president of the Metropolitan Traffic Assn. of New York. Major Baker has been connected with the industrial side of traffic with the American Smelting & Refining Co., General Cable Corp., Federated Metals Division, and subsidiary companies. Charles L. Costello, general freight agent of the Seaboard Freight Lines, is the new vice-president. Otto Birnbrauer, general agent of the Minneapolis & St. Louis Railroad, is the new 2nd vice-president.

Harry C. Goble, vice-president of the Rapid Transfer & Storage Co., Portland, Ore., has purchased the interests of D. B. Lewis, president, and will now operate the business as sole owner. He has been with the company for 23 years.

Robert B. Young, Jr., assistant to the president and son of R. B. Young, president and manager of the Savannah Bonded Warehouse & Transfer Co., Savannah, Ga., is a pfc. in the 513th Ordnance (HM) Company, Camp Breckenridge, Ky. Bob would appreciate hearing from his host of friends.

G. H. Burtis, assistant traffic manager, Luckenbach, S.S. Co., has become secretary of the Traffic Club of New York, succeeding H. H. Goble. H. H. Huston, assistant traffic manager, American Can Co., has succeeded G. G. Roddy, as treasurer. Mr. Roddy resigned in June as vice-president and general manager of Interlake Terminals, Inc., to accept an appointment on the staff of Col. L. M. Nicholson, Director of Storage, O.D.T., Washington.

W. E. Malone has been appointed assistant general traffic manager, Lever Brothers Co., Cambridge, Mass.

W. W. Callan, head of the Central Motor Freight Lines, Waco, Texas, who enlisted with the armed forces last June, has been commissioned a Major. He is with the 4th Service Command, located at Atlanta, Ga., and has been placed in charge of all warehouses in the area.

William A. Settgas, assistant traffic director of the American Tobacco Co., New York City, has been com-



Major William  
A. Settgas

missioned a Major in the Army and is located at present at Fort Slocum, New York.

Harold T. Dwyer, president of the Matt Dwyer Storage Warehouses, Inc., New York City, has been commissioned a Captain in the Ordnance Dept.

Ernest A. Santini, vice-president of A. Santini and Sons, Inc., New York City, has become a 1st Lt. in the Ordnance Dept.

Zachary Santini, vice-president and operating executive of Santini Bros., Inc., New York City, has been commissioned a 1st Lt. in the Quartermaster Corps.

Harry O. Williams, traffic manager of Hoff-Brau Brewing Corp., Ft. Wayne, Ind., has become a member of the local O.D.T. board.

A. R. Sheff, formerly traffic manager of the Minnesota Atlantic Transit Co. and the Great Lakes Transit Corp., has become general traffic manager of Egg Dryers, Inc., at Chicago.

Earl F. Wentworth, traffic manager of the Holman Transfer Co., Portland, Ore., has enrolled in the Army Signal Corps and is now a 2nd Lt., assigned to the army warehouse base at Germantown, Pa., where he is second in charge. Lt. Wentworth's warehouse unit has about 200,000 sq. ft. of space; some 550 civilian employees and 20 officers are employed. The entire warehouse has about 2 million square feet and about 11,000 employees. Lt. Wentworth was chairman of the rate committee of the Portland Draymen & Warehousemen's Assn., and under his direction the committee carried out tariff revisions made necessary by war conditions.

Arthur D. Leonard, son of A. A. Leonard, president of the Detroit Storage Co., Detroit, Mich., has been commissioned a 2nd Lt. in the Quartermaster Corps of the Army.

W. A. Walker, Union Transfer & Storage Co., Madison, Wis., has become a director of the Wisconsin Warehousemen's Assn. board to fill the unexpired term of the late Ray Leicht.

G. L. Gross, secretary and assistant treasurer of the Northern Cold Storage & Warehouse Co., Duluth, Minn., has become a member of the Chicago Mercantile Exchange.

Capt. M. J. Hertz, former Southern Div. manager for Keeshin Motor Express, Inc., at Indianapolis, has arrived in Australia and has been assigned to the group of specialists who organize the motor transport services for Gen. McArthur's army.—*Slawson*.

John Kendall, manager, Bekins Van Lines, Los Angeles, has become a Major and is stationed at Camp Callan, Cal.—*Herr*.

Joseph Lesseney, assistant manager, Overland Terminal Warehouse Co., Los Angeles, Cal., has become a Captain in the Army Ordnance Dept. and has reported at Benecia, Cal.—*Herr*.

G. L. Hodge, general traffic manager of the Phoenix Iron Co., Philadelphia, Pa., has become a Major in the Transportation Corps, Service of Supply. A. M. Willett is the new traffic manager.

E. L. Wintermann, president of the Tyler Warehouse and Cold Storage Co., St. Louis, Mo., was married to Miss Edmee Anheuser in St. Louis on Oct. 7.—*Hoag*.

Thomas F. McCue, traffic manager, Crane Co., Los Angeles, is the new president of the Los Angeles Transportation Club, succeeding Hal Halverson, Star Truck & Warehouse Co., now in the Army. Walter W. Jordan, traffic manager, Canada Dry Co., was re-elected secretary-treasurer. Among the new directors are: C. G. Malsie, general traffic manager, Mission Dry Corp.; D. G. Shearer, executive vice-president of the Trucking Industry, Inc.; V. N. Smith, executive manager, Aircraft Traffic Assn.; H. P. Merry, traffic manager, California Freight Lines; and W. C. Fulton, manager, Isthmian Steamship Co.—*Herr*.

E. D. Heilbrun has been appointed traffic manager of the Edward G. Budd Mfg. Co.'s cargo aircraft plant at Philmont, Pa.

John Urquhart has been appointed secretary for the Mid West Shippers' Advisory Board at Chicago, succeeding A. W. Wilkins, who died.

R. H. Culbertson has become secretary-manager of the Washington Motor Transport Assn. and district manager of the Pacific Inland Tariff Bureau at Seattle. He recently resigned as traffic manager of Pacific Highway Transport, Inc.

W. W. Woods has become traffic manager of the Empire Box Corp., Garfield, N. J. He formerly was superintendent for Acme Fast Freight at Newark, N. J.

Robert Maull, auditing department of the St. Louis Terminal Warehouse Co., St. Louis, has been commissioned a 2nd Lt. in the Quartermaster Corps of the Army and is stationed at Camp Lee, Va. He is the second employe of the company to receive a commission, A. J. Bardol, secretary, having been commissioned a Captain in the Army's Specialist Corps some time ago. Mr. Bardol is now stationed at Ft. Benning, Ga. Six other former employes are now in service.—*Hoag*.

C. G. Wahl, traffic manager for Stark Brothers Nurseries and Orchards Co., Louisiana, Mo., has been appointed general office manager for that company.

John V. Lawrence, formerly general manager of the American Trucking Associations, Inc., has been promoted to managing director. A new general manager will be appointed shortly.

R. J. Laubenstein has become traffic manager of the Leicht Transfer & Storage Co., Green Bay, Wis. He was traffic commissioner of the Assn. of Commerce at

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## News from the Conventions

### Air Cargo Stowing

ADDRESSING a meeting of the Air Cargo Research Assn. at the Jonathan Club, Los Angeles, on Nov. 2, Col. Edward S. Evans, president of the Evans Products Co., Detroit, an international authority on scientific loading of boxcar, truck and airplane freight, declared that "... transportation is rapidly taking to the air and the day is not far hence when anywhere from 20 to 30 per cent of our cargoes are going to be shipped in freight cars of the air."

On the subject of freight stowing methods, Col. Evans stated there is at present too great a tendency on the part of carriers and shippers, including the government and airplane operators, to accept as standard loading devices now in existence. Current designs for loading and stowing merchandise, he declared, frequently are already obsolete by the time they reach production.

A long-time advocate of air cargo transportation, formerly president of Lougheed (now Lockheed) Aircraft Co. of Burbank, Cal., and of the Curtiss Flying School, and director of overseas loading for the Army Quartermaster Corps during World War I, Col. Evans is credited with inventing many devices which have revolutionized the loading of automobiles in freight cars and money and time saving devices for loading and stowing freight in railroad cars, trucks and freight planes.

He declared that the Army, through necessity, is now transporting men and material in converted passenger planes and bombers.

"I am thoroughly familiar with the work being done by various airlines for the Army," he said. "It is my well considered opinion that if proper methods were used we could add one-third more to the pay-load that is now being carried."

Col. Evans declared that in converted planes employed for freight carrying, tubing or rods should be used hooked to the floor with cross members which can be forced down against the load, thus accommodating heavier loads and preventing shifting.

"New planes," he said, "need not have this sort of equipment but can have built into the framework of the plane itself members to which can be attached scientifically designed hold-down devices."

Re-emphasizing the importance of proper bracing of the cargo, Col. Evans warned that a shifting load not only ruins merchandise but often causes wrecks by moving the center of gravity.

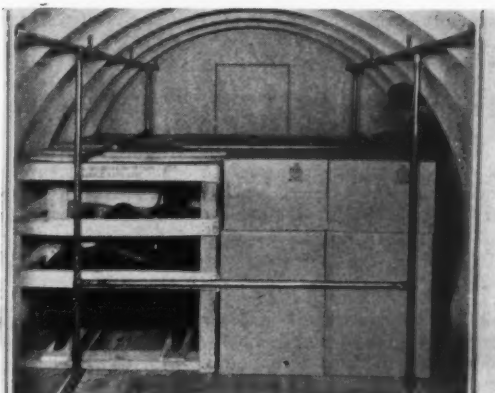
"In an airplane," he said, "a shifting load might easily break through its aluminum wall were it not properly loaded. Because an airplane has much vertical vibration and little, or no horizontal shock, it is vitally necessary to place hooks in the flooring to fasten down the load securely."

On the subject of gliders and trailer planes, Col. Evans predicted the future use of trailer-plane trains used literally as freight cars and towed by specially designed tow-planes.

"The art necessary to provide satisfactory trailer planes," he said, "has not been explored sufficiently for anybody to say what can or cannot be done because when we reach what seems to be the limit of what can be done, some good engineer comes along and removes that 'stump.'"

"Properly designed and properly used, the cost of air freight will be less than first class rail freight and greatly less than rail express," Col. Evans stated in summarizing his remarks on air freight before the Air Cargo Research Assn.

Addressing the Los Angeles Chamber of Commerce and the Los Angeles Transportation Club earlier in the day on Nov. 2, Col. Evans discussed problems of meeting O.D.T. orders for capacity loading by carriers.



New hold-down equipment for air cargo shipments, designed to hold freight safely and securely and produced by Evans Products Co. Above view shows section of load in a full scale model of an air cargo plane. This equipment also simplifies and speeds up loading and unloading. Particularly adapted for holding heavy cargo, such as drums, barrels, boxes, cartons, etc. All members of the equipment are removable, adjustable at 1/2-in. intervals, and are interchangeable. The member on top of the load holds it rigidly in place. The cross member across the front of the load serves as a bulkhead. Note, room is provided at right for an aisleway.

He stated that the keynote of modern cargo loading, whether for air transport, submarine cargo carriers, boxcars or trucks, is conservation of space to permit floor-to-roof and end-to-end loading to the weight capacity of the carrying unit.

Col. Evans described, and illustrated with slides, a device of his own invention called a utility loader, designed to speed cargo loading and eliminate slipping loads and damage in transit. (See page 23 of *DandW* for September.)

Col. Evans reported that more than 400 loads have been made successfully in utility-loader cars now employed by 3 railroads. He referred to the device as an answer to the problems created by O.D.T. orders for capacity loading and Bureau of Conservation demands for use of lighter crates and shipping boxes.

Col. Evans' address was concluded with a discussion of stresses and strains, vertical vibration and horizontal shock and the allowance that must be made for such factors in the design of mechanical devices for assuring safer, fuller and heavier loadings in boxcars, trucks and airplanes.—*Herr.*

### Transportation

MEMBERS of the Academy of Political Science attending a meeting at the Hotel Astor, New York, Nov. 10, secured a well-rounded picture of "Transportation in Wartime" from leading figures in the various fields related to that subject. These men were Henry J. Kaiser, president, H. J. Kaiser Shipbuilding Corp.; Joseph B. Eastman, Director of Defense Transportation; Robert A. Lovett, Assistant Secretary of War for Air; Hanson W. Baldwin, military and naval correspondent of the New York Times; and J. L. Lyon Collyer, president of the B. F. Goodrich Co.

Mr. Kaiser described many of the technological developments that have made possible his record-breaking construction of Liberty ships, perhaps the most revolutionary of which is the use of welding instead of riveting. In the first World War, he stated, it was necessary



to drive about 650,000 rivets in a single 8,800-ton cargo ship. Now, 10,500-tonners are built with 236,000 ft. of linear welding and only 24,000 rivets. Mr. Kaiser had assembled before the audience a miniature of one of his ships, starting from the keel and completing the job, plate by plate, decking, etc. On the West Coast, he stated, one of his yards was accomplishing a new record, namely 4 days, to complete a Liberty ship. The former record, established at his Oregon yard, was 10 days. The latter was some 150 days better than the best in the last World War.

Mr. Eastman stressed on the need of cutting out waste in transportation, such as non-essential hauling, duplication of services, less than full loads, etc. He also stated that though there was a need to strike a balance in the process of transportation integration, he saw nothing to be gained through Government operation of railroads and some other extreme measures that are presently being aired. This would be no simple undertaking and might in the end bring about serious dislocations, particularly amongst the workers. He believed that the cooperation in the transportation field that is at present so ably being achieved should be sufficient when the economies of the post-war period become necessary.

#### Lovett on Air Cargo

Mr. Lovett, who described himself as a "fanatic" on future possibilities of air transport, stated that though transport planes are as vital to an air force as motorized equipment is to an Army division, this fact, plus heavy shipping losses and the desire to find some quick solution of the problems thus raised, have fostered wild claims for air carriers. Unfortunately, he stated, such claims have led to much loose talk, false hopes and misrepresentation of the transport plane's proper sphere and its possibilities.

Transport planes today, Mr. Lovett stated, present a picture of limitless possibilities within their proper field and of disappointing limitations if they are improperly used. "Unlike cargo vessels, whose function is limited by a shore line and whose operation of necessity must require reasonably safe unloading points, the Army transport plane, whether serving as cargo or troop carrier at the moment, has no natural limiting barrier except its own range, and has as its specific duty in certain circumstances the job of bringing needed men or supplies into the battle area itself and either dropping them from the air or landing them on the ground. It is important to bear this essential distinction in mind in order to avoid falling into the trap of comparing airborne cargo planes with seaborne cargo ships. Their functions, their speed, their faults and their virtues are entirely different.

"The tactical use of transports is, at this particular time, a matter which unfortunately we cannot discuss with frankness for reasons of military security. We can say, however, that to date we have seen only the beginnings of imaginative employment. Press reports during the past 2 yrs. have made the use of parachute troops a matter of common knowledge. It is likewise known that transportation of reserves and of supplies by air played an important part in Rommel's Libyan campaign and did much to offset the effects of the Mediterranean blockade set up against him. Such examples are perhaps adequate to point out certain obvious military virtues of the cargo plane.

"But all direct combat uses at present become relatively small compared with the amazing expansion of the use of our transport planes to maintain vital supply lines to our fighting units now engaging the enemy completely around the world. A large portion of the public does not realize that Army air forces are meeting the enemy in combat every flying day on 9 widely separate fronts all around the world. In this global war the problem of supply and maintenance of weapons as

fragile as high-performance aircraft would be quite impossible without the cargo plane and without the system developed by the Air Transport Command, which combines civilian contract carriers for the type of operation for which they are best suited, with military air transport squadrons in combat theaters.

"Dramatic as is the work done by the air transport plane, particularly in the magnificent pioneering operations where no other method of transportation exists (such as, for example, in some of our outposts to the North, the routes to the Middle and Far East, and the amazing job done against great difficulties in trying to make up by air for the cutting of the Burma Road), its main contribution to the system of military transportation in this war is that of a supplementary express service, not a substitute freight service.

"For some time to come, transport planes cannot, and will not, take the place of ships. There is, in fact, no good reason why they should. There is no need for us to go into detail as to cost per ton-mile, consumption of fuel in relation to load and range and all the other statistics which have importance in peace time greater than they enjoy in a war where necessity, rather than cost, rules. I believe the functions of cargo planes and cargo ships can be rather simply set forth by a hypothetical case.

"Let us suppose that our problem is to move 100,000 long tons of supplies per month to Australia under present wartime conditions. How many planes of existing 4-engine cargo type will it take? How many cargo vessels will it take? How much personnel? Do we need tankers? Etc. The simple table below gives these answers.

San Francisco to Australia—distance about 6500 nautical miles. 100,000 long tons of supplies a month:

Surface Vessels (EC type)	Number	Crews (includ. gun crews)	Fuel Bbls.	Tankers
	44	3,200	165,000	0
Cargo Planes	10,022	120,765 (flight crews only)	8,996,614 (overseas requirement)	85 (large size)

"The serious limiting factor in air freighters at present is their fuel capacity and its effect on their payload. This situation is slowly being improved but it will take several years before great improvement on long haul cargo can be expected. A cargo vessel can carry enough fuel to get its load to the destination abroad and return home. At the present time the airplane cannot do this on long flights. Consequently, fuel has to be carried for it and spotted along the way or at its destination so as to enable it to get back home. On one of our principal well-established routes of the Air Transport Command, with no very long hop involved, we have to send about one ton of fuel by sea to enable the planes to carry approximately one ton of freight by air.

"Giant air transports of the future will probably reduce this fundamental deficiency. Such planes are, however, several years in the future and their safe development in the present state of the art requires growth by tested stages.

#### Gliners

"And now a word about gliders. The glider has certain tactical uses but it should be emphasized that they are very highly specialized. Because of the fact that they can be built with lighter wing loadings than are generally used in transport planes they can land at much slower speeds and, indeed, can get into fields from which no normal take-off could be made. However, where take-offs and landings can be made from reasonably well-prepared fields by well-designed cargo planes with proper overload, the use of gliders does not appear to add much to cargo operation. The total load with which a transport plane can take off and fly safely towing a glider is naturally less than it could carry without a tow. It seems at present that the load carried in a glider would normally be only a little more than



enough to offset the load left out of the transport to enable it to tow the glider."

A warning that late 1943 will see our stocks of rubber and those of our Allies about depleted was advanced by J. L. Collyer, president of the B. F. Goodrich Co. He urged an expedited program for the production of synthetic rubber, as "we are now engaged in a grim race against time." He stated that government plants will come into big production in 1943, with estimates for all types of rubber from 300,000 to 450,000 tons, and in 1944, from 700,000 to 1,000,000 tons. The world's consumption in 1939 through 1941—a record 3-yr. period—was at the rate of about 1,100,000 tons a year.

## Rubber

THERE will be an adequate supply of rubber substitutes by the middle of 1944, it was predicted by William Jeffers, national rubber administrator, in an address delivered before the National Assn. of Independent Tire Dealers, in convention, at the Lord Baltimore Hotel, Baltimore, Md. He stated that if every driver will play the game, "I believe, with the supply of rubber we now have on hand, we can bridge the gap to the time when we will have synthetics in production."

Jeffers also predicted that "there will never be another period in your lifetime when this country will be dependent on a rubber supply in Malaya."

R. C. Harrison, head of the eligibility section of the O.P.A. tire rationing branch, predicted that the O.P.A. will organize a national group riding plan either through the National Advisory Committee of the War Dept., or the Office of Civilian Defense. He declared car-pooling essential.

C. W. Fowler, executive-secretary of the Senate committee appointed to study the problem of American small business, declared more effective utilization of existing stocks of rubber would have made nationwide gasoline rationing unnecessary. He declared the committee had drawn a bill, which would have allocated 3500 tons of rubber for use in recapping 30,000,000 tires by allowing 2 ounces of rubber per tire. He blamed delay on the plan on military experts who were opposed to civilian rubber allocations for holding up the recap program.—*Ignace.*

## Nit League

THE 35th annual meeting of the National Industrial Traffic League, held Nov. 19-20, at the Hotel Pennsylvania, New York, had a record attendance at its sessions, which for the most part were concerned with regulations in railroad and motor truck transportation that today have a vital bearing on shippers' efforts to participate successfully in the war production program. They were told by Joseph B. Eastman, Director of the Office of Defense Transportation, that the O.D.T. was solely responsible for the mileage limitation ruling on motor trucks, and although the O.D.T. did not like the ruling, it had to be carried out simply because the rubber situation was serious. He stated that transportation facilities are contracting, instead of expanding, and that as a result, more and better use of equipment must be made.

Mr. Eastman also stated that although the carriers and shippers had done a remarkable job, there was still a chance for great improvement, especially among those shippers who are not yet falling in line in cutting out unnecessary cross-hauling. Mr. Eastman stated that unless more compliance is shown on the cross-hauling question, the O.D.T. and the W.P.B. will step in and do something about the matter.

As regards motor truck mileage limitations, however, discussions seemed to indicate that there is a vital need in many parts of the country for a relaxation of same,

especially in Michigan and on the West Coast. It was pointed out that many of the plants just could not function efficiently with the less flexible railroad facilities, especially out on the West Coast where distances are great and rail service only a single track set-up in many instances.

Col. W. J. Williamson, Chief of Traffic Control, Office of Service and Supplies, War Dept., made an unexpected visit to the meeting on the last day with instructions to tell the members that the War Dept. is opposed to any regulations that will limit the usefulness of common carrier or contract trucks, regardless of their mileage. The fullest use of this equipment is wanted in outbound and inbound movements of vital war materials. No restrictions are needed as to when and where these vehicles are to be used and long or short distances are not to be considered when necessity requires their use. Col. Williamson stated that all decisions concerning the use of common carrier and contract trucks should be left in the hands of experienced traffic managers to handle and that although the War Dept. has the power to control the operation of common carrier or contract trucks, it prefers counting on the good sense of the traffic fraternity in making such steps unnecessary.

Col. Williamson stated that less than 5 per cent of the 5 million trucks in this country, about 200,000, are involved in the War Dept.'s desire to have complete freedom of movement. However, these trucks' tonnage is about 70 per cent in the war effort.

The members were warned that transportation is undergoing an attack from many who would like to see it under the management of some super agency first and then later Government ownership and operation. The recent 507-page Young report to Congress, in which was covered the question of post-war changes needed in the field of transportation, was looked upon by many as just another attempt to upset economic conditions, using the present war-time situation of shortages of materials and hard-pressed transportation as an opportune time to put over bureaucratic control in the future. The members were advised to be on the lookout for a smear campaign, one in which transportation would be blamed for most everything. These "dreamers" would even make an effort to take matters out of the hands of the I.C.C., the O.D.T. and other organizations now tied in with the control of transportation. The League's stand on this matter is embodied in the following resolutions:

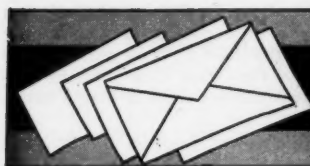
1. The League adheres to the preservation of private operation and management of railroads and other transportation agencies and insists that during this war it is essential that the control and regulation and supervision of transportation shall be left in the hands of transportation men, the Interstate Commerce Commission, Office of Defense Transportation, with continued cooperation of organizations of the carriers themselves and of shippers.

2. Transportation is being successfully conducted today, by private management, under the supervision of transportation men in established agencies of the Government. There has been no failure to meet the military and commercial wartime needs, no real failure is threatened, no breakdown is to be anticipated, despite the most extraordinary demands for service in the war effort.

3. There is no present need for any rationing of transportation, and any proposal in the near future of such rationing will seriously retard the war effort and must be regarded as an effort to seize upon transportation as affording power to accomplish general control of all business enterprises.

4. To transfer either the control or management or supervision of railroads and other carriers to other Government agencies, established or to be established, would be to jeopardize results and imperil the efficient movement of traffic which is the paramount present all-out need.

(Concluded on page 46)



## LETTERS TO THE EDITOR

For obvious reasons, names of persons or their companies are not published unless permission is specifically given *DandW* for so doing. Such information is desirable in this department and so we ask contributors to please cooperate.

### Likes Air Cargo and Materials Handling Articles

**Y**OU are to be commended upon the foresight and interest shown in air cargo and materials handling. I understand that your publication is received currently at several local libraries, and my office has recommended that a subscription be entered by our library for my personal use.—Harold S. Parrott, Civil Aeronautics Board, Washington, D. C.

### Will Renew After Victory

**A**M leaving for the Army, but I plan to renew my subscription to *DandW* sometime — some place after victory. So please do not scratch my name off as one who does not like your very good magazine.—Donald F. Cope, Salem, Ohio.

### Australian Will Miss DandW

**W**E are in receipt of your letter advising that you will have to suspend delivery of further copies of *DandW*. While we realize that present world conditions are such as to warrant a step of this nature, we would like to inform you that we will miss the informative reading that your magazine provides us.

Trusting that with the cessation of hostilities, you will once again forward *DandW* to us. — J. Fiddy, M. Amos (Storage) Sydney, Australia.

### Thanks, Mr. Boyd

**M**AY I take this opportunity to compliment your company very highly for having a man of Mr. Ringwalt's type. He is certainly a credit to *DandW*. By that statement I mean that there is nothing high-pressure in his make-up. He has called on us time after time when there was no possibility of our advertising, but this did not deter him from stopping in, keeping the name of *DandW* before us.

So many times we are called upon for advertising, but it isn't worth bothering with in most cases. Your firm and one other hold top ranking honors for being outstanding publications.

Comments from firms all over the country further prove this point.—R. G. Boyd, traffic manager, Norwalk Truck Line Co., Norwalk, Ohio.

### Customer Can't Send Out His Own Truck

A customer who receives a delivery from a store, or other business establishment in the establishment's truck, may not send his own truck to the store to pick up additional material in the calendar day, Jack Garrett Scott, General Counsel of the Office of Defense Transportation, made clear in an interpretation of General Order O.D.T. No. 17.

The order specifically provides that "... no person

shall cause to be made by motor truck . . . more than one delivery from any one point of origin to any one point of destination during any calendar day." In the interpretation Mr. Scott held that the same person, the customer, would be causing both the delivery by the store's truck and the delivery by his own truck and therefore would be violating the order.

Text of the interpretation follows:

INTERPRETATION No. 17-14  
General Order ODT 17 (Sec. 501.68 (c))

#### QUESTION

If a local carrier, whose operations are subject to General Order ODT 17, makes a delivery to a customer, also a carrier subject to the order, at his place of business, may the customer, during the same day, send his own truck to the local carrier's place of business to pick up another order for delivery to the customer's place of business?

#### DECISION

No. Sec. 501.68 provides: "... no person shall cause to be made by motor truck \* \* \* (c) more than one delivery from any one point of origin to any one point of destination during any calendar day \* \* \*". Under the definition of the term "delivery" in Sec. 501.65 (i) of the Order, points of origin and destination are referable to the points of origin and destination of a truck. A customer who ordered goods of a local carrier for delivery by truck would cause, in part, the first delivery by the local carrier's truck and would also cause the second delivery by his own truck. Both trucks would be operated from the same point of origin, viz. the local carrier's place of business, to the customer's place of business. Consequently, the customer would cause more than one delivery in a calendar day.

### La. Sales Tax Does Not Apply to H.H.G. Storage

The sales tax law, recently enacted by the State of Louisiana (see page 68 of November issue of *DandW*) does not apply to the business of moving, storing, packing and shipping of household goods or any other tangible personal property. All material, such as crating, boxing and packing materials of various kinds used by warehousemen are deemed to be purchased by them for use or consumption and the seller of such materials to them must collect and remit the tax.

All sales made by warehousemen to satisfy their claims on account of moving, storing or other service charge will be deemed occasional sales and not subject to the tax. However, where warehousemen hold themselves out to the public as being engaged in the selling of secondhand furniture or other tangible personal property to which they have acquired title, the same will be subject to the tax.

### Conveyor Permit Not Now Necessary

Harry L. Gormley, regional manager for the Office of Emergency Management, Chicago, states that in his opinion, conveyor equipment will not be required to be included in an application for a certificate of war necessity, even though some of the conveyors are using rubber tires. Mr. Gormley had received an inquiry concerning 3 types of equipment, including a self-propelling conveyor, machinery that is not self-propelled and that which has no self-propelling machinery on it.

# WATERWAYS AND TERMINALS

## River Traffic Movements Planned on Bauxite

An important movement of bauxite from the Gulf by barge to Chicago for further movement by lake steamers to eastern Canada is being arranged by the W.B.P. in conjunction with the water carrier section of the O.D.T.

The plan is to move bauxite into the Lake Calumet area for storage over the Winter months. It is stated that this arrangement will depend on the North Pier Terminal interests in Chicago concluding their dealings with the city authorities for a terminal site in Lake Calumet which would also be used for storage pile accumulations of sulphur.

At present, approximately 75 per cent of the tonnage is going by barge canal and the remainder by rail to the Eastern Canadian plant. Some bauxite has also been shipped into Baltimore and Norfolk for rail handling to Canada.

The Lake Calumet terminal project of the North Pier Terminal group contemplates use of the site at the junction point of the Sag Channel and Lake Calumet. This site already has over 700 ft. of dock space and can accommodate the largest vessel on the Great Lakes.

Still another war-time river traffic development now being actively pressed is for the movement of iron ore from the Mesabi range to St. Paul and thence by barge to steel mills in the St. Louis district. A study of this subject has just been completed by J. D. Beeler, recently appointed as water traffic consultant to the W.P.B., and Ernst Holzborn of the O.D.T. water carrier section. It will be necessary to build iron ore storage bins at St. Paul to assure quickest loading of the barges. Accommodations for 30,000 tons of iron ore movement can be provided at St. Paul by use of barge equipment now engaged in handling coal to the Twin Cities but unable presently to find suitable cargo for South-bound voyages. The port of Stillwater, Minn., has been agitating for the iron ore river terminal but barge operators are opposed to it, claiming that use of Stillwater on the St. Croix River would require a trip up that stream without pay cargo, whereas the barges after unloading coal at St. Paul are ready to take iron ore shipments.

## 4 TVA Terminals Will Be Built

As a result of Congressional approval of the Tennessee Valley Authority appropriation bill, 4 public freight terminals will be built as rapidly as construction materials can be obtained, at an estimated cost of \$600,000.

The terminals, located at Knoxville and Chattanooga, Tenn.; Guntersville and Decatur, Ala., will serve a wide inland area, and are designed in such a way that their capacities can be increased greatly at low cost. A recent estimate of prospective commerce made by the T.V.A. with information supplied by almost 4,000 shippers in the Tennessee valley area, based on normal peacetime conditions, indicates that by 1945 the water freight movement at the 4 terminal points can be expected to reach more than 2 million tons at a saving of \$3,000,000 by comparison with overland freight rates.

Several companies have constructed private terminals at ports along the Tennessee. These serve the shippers who own them but the public terminals will handle miscellaneous freight for all shippers. All 4 terminals will be so designed that freight car loading

tracks and highway truck loadways will be brought as close to the cargo barges as practicable, and the freight houses will be elevated to be free of the danger of flooding. They will not serve as storage warehouses but will hold over a comparatively small volume of freight from the time it is delivered to the terminals until arrival of trucks or barges to take it away, inbound or outbound.

The freight houses will contain office space for the superintendent and assistants; waiting room for laborers; storage space for equipment, supplies, dunnage and freight and trucking aisles. The Chattanooga terminal will have an estimated maximum carloading capacity of 175,000 tons of package freight a year; Decatur, Knoxville and Guntersville will take 100,000 tons.

## U. S. Reserves Bulk of Spray Dry Milk

Sec. of Agriculture Wickard has directed manufacturers of spray process dried skim milk to set aside each month 90 per cent of their production for direct war uses.

Spray process skim, because it reconstitutes readily, is urgently needed by the United Nations for drinking purposes, Wickard said. He added that there was a substantial inventory on hand of the roller process dried skim milk which is used primarily for cooking purposes.

## Ice Clearing Equipment Ready

The Coast Guard office in St. Louis is planning an all-out fight to keep the Illinois River open this Winter in order to give wartime water traffic a clear channel from the Gulf to Chicago.

Last Winter the Coast Guard endeavored to keep the channel open through Peoria Lake, but this will be the first "all out" attempt ever made to keep the river open its entire length of more than 350 miles.

To do the job, a new Coast Guard cutter is being built at Blair, Neb., along with a special floating ice plow to be attached to the front of the cutter, named the Fern. The plow is designed after a type used successfully in the canals of Holland.

It is reported that the plow is designed to break up the ice and push it aside from the navigation channel. The cutter which will propel it is a large Western river type towboat powered with 3 Fairbanks-Morse Diesel engines of 350 hp. each.

One vital reason for keeping the Illinois open this Winter is that great numbers of vessels being built for the war effort in Great Lakes shipyards reach the ocean over the inland waterways.

## Upper Mississippi Valley in the War Program

Lachlan Macleay of St. Louis, president of the Mississippi Valley Assn., told delegates to the regional meeting of the association in Clinton, Iowa, that for the first time in history, barge shipments of iron on the Upper Mississippi River are in prospect for 1943.

Macleay said, "We have the genesis of a movement of ore from points in or near the Twin-Cities downstream to steel mills located near St. Louis. This means the carriers will take coal or other products North as

(Continued on page 53)



## IN THE *Cold Storage* FIELD

### To Indicate Apple Storage Space Availability

The Agricultural Marketing Administration will soon issue a report showing for each State the space situation for apple storage. This report will show the total storage capacity, percentage occupancy, and the number of bushels of apples that could be stored in the unoccupied space. By referring to this report, persons who have apples to store, will have the latest information on locations of available storage space and thereby be in a position to place their products in those places least disadvantageously located with respect to production and market areas.

Early in the 1942 season, many people feared there would be a shortage of storage space for apples. This feeling was based largely on rumors that cold storage space was unusually scarce and the expectations that production in some areas would be above normal. In order to try to cope with this problem, Federal and State agencies have worked with growers, shippers, and warehousemen in an effort to get a clear picture of the situation and to see that persons with available space and those with apples to store were brought together.

Since the storage problem is not the result of an actual shortage in cooler space, but is essentially a need for getting together those who have apples to store and those who have space for the storage of apples, efforts of this kind should be helpful.

In a special report of J. F. Herrick, Jr., assistant marketing specialist of the Agricultural Marketing Administration, this year's apple crop of 128,000,000 bushels, it is stated, will exceed last year's production by 6,000,000, or about 5 per cent. If the same proportion of the apple and pear crop is placed in storage in 1942 as last year, the peak requirement will be about 38,000,000 bushels. Refrigerated storage houses of the country, which store apples and pears almost exclusively, have a capacity of about 42,000,000 bushels. However, on Nov. 1, 1941, 9,000,000 bu. of apples and pears were being held in the general cold-storage houses, located principally in the larger cities. There are, however, more than 5,000,000 bu. in these warehouses and this would indicate that if the general warehouses take only the quantity they held last year, this would leave about 29,000,000 bu. to be cared for in apple houses which have a capacity of 13,000,000 bu. in excess of that amount.

### Reefer Cars Under Control of One Director

Refrigerator cars will come under one of the first bans on cross-hauling by the O.D.T. R. B. Hoffman of Chicago has been named by the I.C.C. as its agent to control the movement of all refrigerator cars and to reduce cross-hauling. Mr. Hoffman, who is connected with the car service division of the Assn. of American Railroads, was told to organize an advisory committee to assist him in controlling movement of refrigerator cars. This committee is to consist of one representative each of the O.D.T., the A.A.R., the rail-controlled refrigerator car companies, and the shipper-owned cars.

Mr. Hoffman has a 4-part program to follow, namely: priorities of materials; elimination of unnecessary hauls

and reduction of cross-hauling; such reduction as may be necessary or advisable in use of refrigerator cars for the transportation of canned goods, bottled goods, barreled goods and other similar commodities; and the shortest routing possible.

Mr. Hoffman will operate under the bureau of service of the I.C.C. This bureau is empowered to take such steps as the direction of the operations of refrigerator cars from a law passed by Congress in 1920, which gave the I.C.C. broad powers over freight service in emergencies. The bureau was established to administer these powers.

### Cold Storage Holdings

Reports to the U. S. Dept. of Agriculture on certain specified commodities held in cold storage warehouses and meat packing plants as of Nov. 1, 1942, indicated decreases during October in stocks of all commodities with the exception of fresh apples, frozen poultry, frozen and cured beef, and frozen lamb and mutton.

Creamery butter holdings totaling 87 million pounds were the lowest for Nov. 1 since 1932. A very heavy out movement of American cheese occurred during October. Net withdrawals totaled 55.2 million pounds. A year ago there was a slight into-storage movement. Total stocks of all cheese on hand were 195 million pounds. This quantity was 6.3 million heavier than that on Nov. 1, 1941, and 55.3 million pounds above the 5-yr. 1937-1941 average.

Holdings of eggs were reduced significantly. Total stocks of both shell and frozen eggs were the equivalent of 7.9 million cases. This quantity was only slightly below holdings of a year earlier and  $\frac{1}{4}$  of a million cases above average. Shell egg stocks totaling 3.1 million cases were the lowest on record for this date.

Poultry holdings were the heaviest for Nov. 1 on record, totaling 161.2 million pounds.

Stocks of frozen and cured beef amounting to 116.1 million pounds were the heaviest Nov. 1 holdings since 1919, on the other hand, stocks of frozen and cured pork totaling 255 million pounds were 26.6 million below average.

Lard and rendered pork fat holdings were down to 56.2 million pounds.

The 2nd report for the season on stocks of apples in cold storage while not entirely complete, indicated a total on hand on Nov. 1, 1942, of 31.7 million bushels. This amount is 0.3 million bushels above a year earlier and 0.7 million above average.

The occupancy of public cold storage warehouses on Nov. 1 was indicated at 74 per cent of capacity for coolers and 78 per cent for freezers. Apparently there was only a very slight change from Oct. 1. Freezers showed a mild easing.

### Metal Drums Exports

The office of exports, B.E.W., announces that metal drums and containers regardless of capacity may be exported under general licenses to the countries in Group K when such drums or containers are filled with materials or commodities that may be exported under general license to countries in Group K. The use of metal drums and containers is subject to Limitation Order No. L-197, and any amendments thereto issued by the W.P.B.



# Factories ON THE MOVE

Wartime censorship imposes restrictions on the publication of definite locations of various projects, as well as certain other information. We are naturally adhering to these requirements and feel certain that readers will understand and approve of these omissions.

United Wall Paper Factories, Illinois Mills Div., 3330 W. Fillmore St., Chicago, manufacturer of wall paper stocks, has leased space in Simmons Bldg., 2650 W. Roosevelt Rd., totaling about 27,000 sq. ft., and will equip for expansion.

Holtzer-Cabot Electric Co., 125 Amory St., Jamaica Plains, Boston, manufacturer of electrical specialties, has taken over building at 400 Stuart St., Boston, formerly used as a commercial garage, and will remodel and equip for new plant unit. Company is a subsidiary of Gamewell Co., 1238 Chestnut St., Boston, manufacturer of fire alarm systems.

Solvay Process Co., Solvay, Syracuse, N. Y., manufacturer of chemical products, alkalies, etc., plans new mineral ore concentration plant in vicinity of Kings Mountain, N. C., to handle lithium-bearing spodumene ore to be mined in that area. It will comprise several large processing and production units. Cost reported over \$200,000. Executive offices of company at 40 Recor St., New York.

American Crossarm & Conduit Co., 22 W. Monroe St., Chicago, manufacturer of electrical communications equipment, conduits, etc., has leased one-story industrial building at 4501-11 Tonnele Ave., North Bergen, N. J., known as Ketzal Bldg., and will equip and occupy for Eastern factory branch.

Omaha Cold Storage Co., 8th and Farnham Sts., Omaha, Neb., plans new branch plant at Nebraska City, Neb., to be equipped in part as a food-processing factory. Cost reported over \$40,000.

Easy Washing Machine Corp., Solar and Spencer Sts., Syracuse, N. Y., manufacturer of electric washing machines, now producing equipment for Government, has purchased one-story factory on local site on W. Division St., formerly used by Elgin A. Simonds Co., manufacturer of furniture products, and will modernize and equip for new branch plant. Structure has large floor area. Project reported to cost over \$125,000.

Copolymer Corp., care of A. L. Freedlander, president, Dayton Rubber Mfg. Co., Dayton, Ohio, recently organized by Mr. Freedlander and associates, has plans under way for new synthetic rubber mill in vicinity of Baton Rouge, La., for production for Government. It will comprise several large units. No official estimate of cost announced, but reported in excess of \$1,000,000.

Braddock Beverages, Inc., 10-42 47th Rd., Long Island City, New York, N. Y., soft drinks, has leased one-story industrial building at 24-10 40th Ave., and will equip and occupy for expansion.

State Board of Vocational Education, Defense Training, 105 W. Adams St., Chicago, has leased 2-story building on local site at 5001 W. Madison St., owned by

Community Motors, Inc., totaling about 45,000 sq. ft. of floorspace, and will equip for new school for training of workers for aircraft plants.

Goodyear Tire & Rubber Co., Akron, has leased factory of Franklin Furniture Co., Columbiana, Ohio, and will improve and equip for new plant for production of aircraft parts. It will be operated by Goodyear Aircraft Co., an affiliated interest, first noted address.

Hunt Bros. Packing Co., 417 Montgomery St., San Francisco, Cal., canner and packer of food products, has arranged for lease of plants of Val Vita Food Products, Inc., Fullerton, Cal., with option to purchase, and will take over and operate early in December, removing certain personnel to new location. Property will be operated as Southern Division of company.

National Biscuit Co., 449 W. 14th St., New York, and 400 S. Charles St., Baltimore, Md., has leased one-story building to be erected at 240-44 N. Franklintown Rd., Baltimore, by Jack H. Lehman, Baltimore, at cost reported over \$50,000, and will equip for new branch storage and distribution plant. Erection is scheduled to begin at once.

United States Shipbuilding Corp., 71 Paidge Ave., Brooklyn, N. Y., operating a shipyard for tug and other vessel construction, has leased former city park property fronting on Hudson River, Yonkers, N. Y., and will construct new branch shipbuilding plant for vessels for Government. Cost reported over \$200,000.

Jones & Laughlin Steel Corp., 3rd and Ross Sts., Pittsburgh, Pa., will begin early construction of new steel mill on 160-acre tract of land at White Oak Ave. and 141st to 144th Sts., Hammond, Ind., comprising open-hearth furnaces and large group of one and multi-story mill buildings. Cost reported close to \$20,000,000. Output will be used by Government, which will provide financing through Defense Plant Corp., Washington, D. C., Federal agency.

Schenley Distillers Corp., 350 Fifth Ave., New York, has arranged for purchase of plants of Central Winery, Inc., at Kingsburg, near Fresno, Cal., and St. Helena (Napa County), Cal., both large production units, for a reported consideration of close to \$4,000,000. New owner will take over at once and operate as branch plants in future. Company also has purchased plant of Colonial Grape Products Co., Elk Grove, Cal., and likewise will develop and operate for branch winery.

National Carbon Co., 30 E. 42nd St., New York, manufacturer of carbon and graphite products, electrodes, etc., a subsidiary of Union Carbide & Carbon Corp., same address, has acquired mill of Darlington Fabrics Co., near Charlotte, N. C., and will convert for production of equipment for Government. New addi-

tions will be erected and machinery installed for large output. Cost estimated over \$500,000, with financing provided by Defense Plant Corp., Washington, D. C., Federal agency. Work is scheduled to begin at early date.

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St. Louis Carpet Co., 239 N. Euclid Ave., St. Louis, Mo., operating St. Louis Carpet Weavers, Inc., same address, has leased a one-story industrial building at 5190 Delmar Blvd., about 50 by 148 ft., and will improve and equip for new rug-manufacturing plant. Walter J. Harms is president.

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Overland Printing Co., 909 S. Washtenaw Ave., Chicago, has leased a floor in building at 1001 W. Washington Blvd., and will occupy for expansion.

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X-L Brass Mfg. Co., 80 York St., Brooklyn, N. Y., manufacturer of plumbing equipment and supplies, now in production for Government, has leased a 3-story building, 50 by 140 ft., at 4412-14 Park Ave., Bronx, New York, heretofore used as a commercial garage, and will remodel and equip for new plant. Present factory will be removed to new location.

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Reliance Electric & Engineering Co., 1088 Ivanhoe Rd., Cleveland, manufacturer of generators, motors and other electrical equipment, has leased industrial buildings at 1190 E. 152nd St., and will improve and equip for new plant for production of electrical apparatus for marine service. Property is now occupied by Stoker Division of Pocahontas Fuel Co., which has leased factory property in another part of city and will remove to that location at early date.

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Harris Brothers Plumbing Co., 217 W. Lake St., Minneapolis, Minn., has begun erection of new one-story building at 3009 Pleasant Ave., and will occupy for expansion as soon as completed.

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Gimbel Brothers, Inc., 9th and Market Sts., Philadelphia, Pa., department store, has leased space, about 75,000 sq. ft., in former local building of Evening Public Ledger, Ledger Sq., and will occupy as a new central warehouse and distribution center.

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Republic Drill & Tool Co., 322 S. Green St., Chicago, manufacturer of tools and other mechanical equipment, has leased one and 2-story industrial building at Jackson Blvd. and Green St., approximating 115 by 125 ft., and will use for expansion.

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Oceanic Electric Products Corp., 145 John St., New York, marine electrical equipment, has purchased two 5-story buildings at 185-87 Water St., adjoining property now owned by company, and will improve and occupy for expansion.

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N. C. English and J. C. Lloyd, officials of Ragan Knitting Co., Inc., Thomasville, N. C., have leased plant of Tip Top Hosiery Mills, Inc., 500 W. Salisbury St., Asheboro, N. C., manufacturer of men's half hose, and will take over for immediate operations, continuing in same line of production. Joseph Johnson, Thomasville, has been appointed resident manager at Asheboro.

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Aluminum Co. of America, Inc., Gulf Bldg., Pittsburgh, Pa., has approved plans for large plant in Jackson County, Mo. (exact location withheld), for production of aluminum castings for aircraft service for Government. It will consist of several one-story buildings, reported to cost over \$400,000, with equipment.

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Leonard-Burke & Co., 141 Broadway, New York, engi-

neers and designers, are completing arrangements for purchase of former Thropp iron-working plant on Lewis St., Trenton, N. J., now owned by city, for a reported cash consideration of \$100,000, and will take early title. Company is understood to be acting for a large industrial concern, which will remodel and equip plant for the production of cranes and other heavy machinery. Equipment and facilities will be installed for employment of over 250 persons.

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Southern Carbon Co., Monroe, La., an interest of Columbian Carbon Co., Inc., 41 E. 42nd St., New York, plans new carbon black plant in vicinity of Eola (Avoyelles Parish), La., where large tract of land has been acquired. It will comprise several large production units, with boiler house, compressor station and other mechanical structures. Cost reported close to \$500,000. State permission has been secured and work is scheduled to begin soon.

• • •

J. Milton Hagy Waste Works, 835 S. Swanson St., Philadelphia, Pa., operating Fidelity Mills, manufacturer of wiping and packing waste, has purchased the factory of Cunningham Piano Co., Parkside Ave. and 50th St., consisting of 3 industrial buildings of about 55,000 sq. ft. floorspace, and will use for expansion.

• • •

Wilson Mechanical Instrument Co., 383 Concord Ave., Bronx, New York, N. Y., manufacturer of precision testing instruments, etc., has leased space in General Electric Bldg., 570 Lexington Ave., New York, and will remove offices to that location. Vacated space in plant at first noted location will be equipped for increased production.

• • •

Republic Aircraft Products Div. of Aviation Corp., 5914 Federal St., Detroit, manufacturer of aircraft equipment and parts, has approved plans for new plant at Toledo, Ohio, comprising main one-story building and several smaller structures. Cost reported in excess of \$150,000.

• • •

Porcelain Steels, Inc., 6106 Cedar Ave., Cleveland, manufacturer of porcelain enameled steel specialties, has taken over former industrial building of Lakewood Engineering Co., 12500 Berea Rd., and will remodel and equip for expansion.

• • •

Chicago Flexible Shaft Co., 5600 W. Roosevelt Rd., Chicago, manufacturer of mechanical equipment, has purchased one-story industrial building, on site 129 by 230 ft., at 310-330 S. Christiana Ave., formerly used by National Ice & Fuel Co., and will occupy for storage and distribution division.

• • •

Solar Mfg. Corp., 586 Ave. A, Bayonne, N. J., manufacturer of condensers, filters and other radio apparatus, plans new plant in Illinois (exact location withheld), comprising several buildings, to be equipped for production for Government. Cost estimated about \$500,000. Financing will be provided by Defense Plant Corp., Washington, D. C., Federal agency.

• • •

Interstate Aircraft & Engineering Co., 105 W. Adams St., Chicago, has taken over plant of Arlington Furniture Co., DeKalb, Ill., and will remodel and equip for new works for production of plastic and wood aircraft equipment for Government.

• • •

Walter Kidde & Co., Inc., 60 West St., Bloomfield, N. J., manufacturer of fire extinguishers, etc., now operating for production of equipment for Government, has purchased factory of Rice Baking Co., 81 Spring-

(Continued on page 69)

# FROM THE LEGAL VIEWPOINT

By Leo T. Parker, Legal Editor

## "Fireproof" in Advertising and Fire Loss

LEGAL EDITOR, *DandW*: Having read your "From the Legal Viewpoint" we want information regarding advertising "fireproof storage" or a "fireproof warehouse."

If fire in our warehouse destroys the contents, would we be liable because we advertised in this manner?—American Transfer & Storage Co.

*Answer*: A leading higher court, in *Rosenblatt v. John F. Ivory Storage Co.*, 247 N. W. 733, held that a warehouseman who induces a customer to store goods in his warehouse by advertising or stating that the warehouse is fireproof is liable if the warehouse burns and the goods are destroyed. In this case, the owner of the goods proved that the warehouseman had made certain assertions to the effect that the warehouse was fireproof. Obviously, the fact that the warehouse burned, proved conclusively that the warehouse was not fireproof, and further testimony proved that the customer stored the goods on reliance of the warehouseman's statement that the warehouse was fireproof.

However, it is important to know that a warehouseman may win a suit of this kind if he proves that the owner of the goods knew that the warehouse was not fireproof, or, if, when the owner stored his goods, he had not read the advertisement and the warehouseman had not stated that the warehouse was fireproof. In other words, unless the customer relied upon the warehouseman's allegation that the warehouse was fireproof, he cannot plead this issue.

## Legality of Limited Liability Clause

LEGAL EDITOR, *DandW*: In our warehouse contract there is a clause that provides that our liability shall not exceed \$50 on any item unless a greater value is fixed on said item. We have been advised that this is not legal. Please advise us just what our

Mr. Parker answers legal questions on all subjects covered by *DandW*.

Send him your problems care of this magazine. There will be no charge to our subscribers for the service.

Publication of inquiries and Mr. Parker's replies gives worthwhile information to the industry generally.

rights are under this limitation clause.—*Quaker Storage Co.*

*Answer*: The higher courts have held that a clause of this nature is valid provided: The warehouseman directs the attention of the customer to this clause, or the customer signs the contract after reading same; and also providing the customer was given an opportunity to pay a higher storage rate and have a higher valuation placed on the various items.

In the September and October issue of *DandW*, you will find a detailed explanation of the important variations of the law on this subject.

## Liability of Consignee for Freight Charges

LEGAL EDITOR, *DandW*: In connection with the item appearing in *DandW*, page 47 of October, 1942, issue, the case of *Davis*, 298 Fed. Sup. 675, is interesting. In this case the court held that the consignee is not liable for additional freight charges where the carrier indicated that all charges were paid and, further, the evidence showed that the consignee did not have the same opportunity as the court in ascertaining the true conditions regarding additional charges. What is your opinion regarding this decision?—W. E. Aebischer, General Traffic Dept., Great Atlantic & Pacific Tea Co., New York.

*Answer*: This decision is im-

portant for the reason that previously the courts have taken the attitude that the shipper or consignee must pay the legal freight charges, except under unusual conditions. However, the case is yet to be decided by the higher Federal Court, as the Fed. Sup. is a lower court decision. Of course, it seems that the consignee should not be compelled to pay charges, information of which he had no method of acquiring. Obviously, if the carrier indicated at the time of delivery that all charges were paid, the carrier should be held to this implied agreement that the consignee would not be required to pay the additional charges. However, the courts have assumed that every shipper or consignee is obligated to pay the legal freight charges irrespective of special agreements or contracts made with the carrier to the contrary.

## Wants Goods Replaced Mistakenly Sold

LEGAL EDITOR, *DandW*: Recently we sold some stored household goods under a mistaken belief that the storage bill was delinquent. We explained the situation to the owner but he wants us to replace the goods. What are our legal rights and how can we avoid liability?—San Transfer and Storage Co.

*Answer*: Your best solution is a compromise with the owner and pay him a reasonable sum for the goods that you sold. He cannot compel you to replace them, but he can sue and recover from you the reasonable value of the goods.

The valuation of salable merchandise is determined by testimony proving their present resale or replacement value. However, according to modern higher courts, this law is not applicable to stored household goods.

For illustration, in the leading case of *Hodges Transfer & Storage v. Keffe*, 115 Pac. (2d) 251, the owner of stored goods filed suit against a warehouseman alleging that she stored a trunk and a barrel of dishes for which she fully paid the storage charges.



When she asked delivery of the goods the warehouseman informed her that they were gone. She asked for damages in the sum of \$500, the alleged value of the dishes.

The warehouseman admitted that he had sold the dishes when under a mistaken belief that the storage bill was delinquent, but he testified that the market value of the dishes was not over \$75 and not a fraction of the sum of \$500 demanded by the owner of the stored goods. However, the owner testified that the dishes were gifts of rare quality and value; some in the nature of keepsakes and some irreplaceable. The higher court held the warehouseman liable for \$500 damages.

And again, in *Barker v. S. A. Lewis Storage & Transfer Co.*, 78 Conn. 198, the higher court stated:

"The measure of damages for the conversion of household goods is not restricted to the price which could be realized by a sale in the market, but is the value to the owner . . ."

Therefore, it is quite apparent that a compromise with the owner may save you considerable time, effort, and money expense as the special value of the goods may greatly exceed their actual value and the court may hold you liable on a basis of their special value.

### Opening of Packages and Claim Protection

**LEGAL EDITOR, DandW:** How can warehousemen be assured against claims for goods supposed to be missing from packages, boxes, trunks, etc., received for storage and specified in warehouse receipts where the packages do not contain the goods specified in the receipts? Must the warehouseman open the packages and inspect the contents? — *Weber Fireproof Warehouse Co.*

**Answer:** The laws provide that warehouse receipts need not be in any particular form but every receipt must embody within its written or printed terms: (1) the location of the warehouse where the goods are stored; (2) the date of issue of the receipt; (3) the consecutive number of the receipt; (4) a statement whether the goods received will be delivered to the bearer, to a specified person, or to a specified person or his order; (5) the rate of storage charges; (6) a description of the goods or of the packages containing them.

In *Holt & Others v. Milwaukee Dock Co.*, 29 Wis. 482, a warehouseman issued a receipt which provided that he had received for storage a specified number of

boxes containing listed goods by the owner.

The holder of the receipt endorsed it as security for money loaned to him by a third party. When the holder of the receipt presented it to the warehouseman to possess the goods he discovered that the boxes did not contain goods specified in the receipt. The holder of the receipts sued the warehouseman. However, the court held that warehousemen are obligated only to deliver the exact packages received, irrespective of the notations on the receipts and that they need not open and inspect packages.

### Sale of Soldiers' Stored Effects

**LEGAL EDITOR, DandW:** We have a number of storage accounts in the names of persons who now are in the military service of the United States. How can we dispose of these accounts, and is there in effect a law that protects us in the matter? — *Federal Storage.*

**Answer:** Under the Soldiers' and Sailors' Civil Relief Law of 1942, U.S.C.A. Appendix, 501-585, all persons who are in military service are given certain protection against suits filed against them. This law is intended to prevent or "stay" suits of a nature likely to effect losses that may have been eliminated had they not been called into the military service.

This law does not protect those in service who are able to meet their obligations. But all persons are within its protection who are handicapped by reason of their military service either in making valid defenses to a suit or in otherwise meeting their financial obligations. The courts are thereby authorized to prevent prejudice and injustice to their legal rights while in the service. The law specifically provides for protections against suits involving foreclosures; lapse of insurance policies; eviction of a family who pays less than \$80 per month rent; mining and homestead rights; and numerous other ordinary obligations. The fact that the law prevents foreclosure suits may be broadly construed to include enforcement of warehousemen's liens. This point has not been decided by a higher court. However, it is believed that where the owner of stored goods is in military service and his present financial status, through a representative in the United States, is such that he cannot comply with the original contract of storage, any warehouseman who advertises and sells the goods without court order violates the above mentioned law.

The broad purpose of this law is to assure those in military service that their normal status will not be changed while they are in the service, except that they will be required to pay interest at 6 per cent, or legal rates, on overdue obligations.

The following are all the higher court cases that have been decided on validity of this law: *Papa*, 33 N.Y.S. 57; *Bryan*, 25 N.Y.S. (2d) 641; *County*, 133 Pac. (2d) 477; *Lang*, 125 N.Y.S. 775; *State*, 143 La. 428; *Chambers*, 148 Ga. 768; and in some of these cases the courts held that members of the military are relieved from fines, penalties, and, most important, against attachment, garnishment and, also, limiting the rights of action where contracts have been cancelled and otherwise rescinded.

### This Month's Important Higher Court Cases

#### Private Carrier Needs No Permit

IT is well known that common carriers, which use motor trucks for transportation, must obtain permits from the Public Service Commission. However, private and contract carriers are not required to obtain permits.

Modern higher courts hold that the term "common carrier by motor vehicle" does not include transportation of property by the owner to himself or to purchasers of his salable goods and in vehicles owned and operated by the owner of such property, and not otherwise used in transportation of property for compensation for others.

For example, in *Allaman v. Pennsylvania Public Utility Commission*, Pennsylvania, 27 Atl. (2d) 516, it was shown a company maintained a coal yard, and also purchased coal at mines and transported it directly to customers in their own trucks. However, the company never hauled coal for others, or contracted with any one to haul coal.

In holding this company not required to obtain a permit from the Public Service Commission, the court said:

"The evidence establishes that the company in delivering coal to its customers are merely transporting their own property to customers who have purchased it directly from them, in vehicles owned and operated by them, as the owners of the coal, and not otherwise used in the transportation of property for compensation for others; and that they are neither common carriers by motor vehicle nor contract carriers by motor vehicle, within the intentment of the Public Utility Law."

This court further explained that the fact that the company transported coal, which they bought, direct from the mine to



their customers, does not alter the nature of the transaction. The court said:

"It is still the delivery of their own property, bought by them from the mine and sold by them to their customer. In this way they save the expense of a double handling and hauling—first from the mine to their coal yard and then from their coal yard to their customer; but the elimination of the extra haul, when possible, does not affect the nature of the transaction."

### Carrier Must Prove Case

WHERE goods are delivered to a common carrier in apparent good condition and the goods are delivered to the consignee in damaged condition, the carrier is liable unless it proves that its employees did not effect the damage, or that such damage resulted from other valid defenses as an act of God; inherent quality of the goods; or an act resulting from war.

For example, in *Acme Fast Freight v. Southern Ry. Co.*, Georgia, 21 S.E. (2d) 493, the court records show that on Oct. 22 a shipment was delivered by a shipper in apparent good order to the Pennsylvania Railroad in New York City. When so delivered it weighed 164 lbs. and a receipt or bill of lading for it was given by the railroad. When the shipment was delivered to the consignee in Atlanta, Georgia by the Southern Railway Co. it weighed only 139 lbs. In holding the Southern Railway Co. liable, the higher court said:

"A bill of lading signed by a carrier acknowledging the receipt of merchandise in good order or in apparently good order is prima facie evidence that, as to external appearance and insofar as its condition could be ascertained by mere inspection, the goods were in good order, and the burden of going forward with the evidence and rebutting the presumption raised by such an admission falls on the carrier."

On the other hand, in *Maine, 130 Me. 96*, the higher court held that it is incumbent on the shipper to prove that the goods, when delivered to the carrier, were in at least better condition than was found to be the case on their delivery to the consignee. In other words, the shipper must prove the condition of the shipment when it was accepted for transportation by the carrier, but a receipt or bill of lading issued by the carrier is deemed sufficient proof.

### Wage Case Not Decided

VARIOUS higher courts have held that truck drivers, whose duties largely are in interstate commerce transactions, may demand and recover from their employers wages specified in the Federal Fair Labor Standards Act. However, his work must be directly related to interstate transactions, or they are not entitled to wages under this Federal Law.

For example, in *Gibson v. Glasgow, Tennessee*, 157 S.W. (2d) 814, it was shown a man named Gibson was employed as a truck driver, delivering goods from his employer's place of business in Tennessee to customers located in the same State. Also, Gibson was required to and did assist his employer in unloading oil from freight cars and hauling it to the employer's warehouse. These freight cars were the property of common carriers who had transported the oil in interstate commerce from other States to the warehouse. Gibson based his suit to recover wages specified by the Federal Wage Law on the fact that unloading the oil and transporting it to his employer's place of business was an interstate transaction. The court refused to render a decision until further testimony disclosed the extent of his work in unloading oil from interstate shipments. This court said:

"The complainant concedes that an employee, who claims the benefits of the Fair Labor Standards Act, must show that a substantial portion of his time was devoted to the production of goods in commerce. Complainant's (Gibson's) bill in so many words avers that 'his duties consisted principally in the driving of this truck in intrastate commerce. There is no showing as to how much of his time was occupied in unloading goods from freight cars and in placing goods on defendants' (employers') platforms to be shipped in interstate commerce. If these latter activities were only occasional or unusual, under concession of counsel, the complainant would not be entitled to recovery herein."

On the other hand, see 33 NYS (2d) 42, in which a manufacturer shipped from outside the State certain merchandise which was loaded on a truck at the freight depot, and distributed to intrastate customers. The higher court held the truck driver entitled to wages specified in Federal Wage Law.

### Isolated Interstate Transactions

MODERN higher courts have adopted a rule of law that isolated transactions involving interstate commerce do not render an intrastate employer liable for payment of wages under FLSA.

For example, in *Reynolds v. Carter, Louisiana*, 9 So. (2d) 322, a truck driver sued his employer for back wages under the "Fair Labor Standard Act of 1938," hereinafter referred to as FLSA. The employer's principal place of business was in Louisiana. During 5 days each week the employee hauled merchandise within the State, but one day each week he transported goods for his employer in Texas. The higher court refused to hold the employer liable for back wages, saying:

"It is obvious that 'commerce' as employed in the act does not nor was it intended to embrace isolated, unrelated instances of transportation by

one whose business otherwise is wholly intrastate. These isolated, unrelated acts by no stretch of the imagination would convert an intrastate business into an 'industry engaged in commerce,' within the meaning of that phrase in the FLSA."

Also, in *Goldberg v. Worman*, 37 F. Supp. 778, the District Court of Florida, Jacksonville Div., held that a manufacturer whose total shipments of products to customers outside the State amounted to about \$17 to \$18 per week, which was only 3 per cent of his aggregate business, was not engaged in 'interstate commerce' so as to be subject to the Fair Labor Standards Act of 1938, since this act does not extend to such incidental and negligible transactions.

And, again in *Hooks v. Nashville Brecko Block & Tile Co.*, 39 F. Supp. 369, the court said:

"Isolated transactions such as 2 shipments of cement building blocks by a Tennessee corporation engaged in making blocks to purchasers outside of Tennessee did not constitute 'doing business in interstate commerce' within contemplation of Fair Labor Standards Act."

### Duty to Employees

ALL employers are required by law to exercise due care to furnish employees a reasonably safe place to work. If the negligence of the employer renders such place unsafe and the injury resulted in consequence thereof, the employer is liable, provided the injury is such as might reasonably have been foreseen. In other words, if the injury is the natural and probable, and hence the proximate, result of the negligence of the employer, the latter may be held liable in damages. Otherwise the employee assumes the risks of the employment. This is the general basic law.

For illustration, in *Railway Express Agency v. Robinson, Texas*, 162 S.W. (2d) 984, it was disclosed an employer furnished a motor truck which the driver used for "pick-ups" and deliveries. The cab of the truck had an opening on the right which was used for the entrance and exit, and an immovable panel on the left which was closed about half way. The construction of the cab was such that the driver could not get out from the left side unless he moved from under the steering wheel to the right thereof and climbed over the same and out at the opening in the panel.

One day when crossing a railway track the truck was struck by a train and the driver was injured. He sued his employer for damages on the contention that since the truck's cab construction was dangerous, he could not get out quickly and conveniently. The employer was held not negligent in failing to provide a safe working place. It is important to know that the court said:

"The first question that presents itself is: Did the Express Company breach its duty to Robinson (driver) by failure to exercise due care to furnish to him a reasonably safe place to work? We think not, since the truck furnished by the Express Company to Robinson was an ordinary and customary type of delivery truck in general use for express service."

### Landlord Liable for Warehouse Injury

GENERALLY speaking, a landlord is required by law to maintain leased premises in good and safe condition. And if he has reasonable opportunity to know that a dangerous condition exists, he is responsible for injuries resulting therefrom. On the other hand, a warehouseman, who leases a warehouse building, and takes exclusive possession, is solely responsible for injuries to his patrons and employees if the lease contract contains a clause which obligates the warehouseman to keep the premises in repair.

For example, in *Bland v. City of St. Louis*, Mo. 162 S.W. (2d) 822, it was shown a city owned a warehouse building and leased it under a contract that contained a clause to the effect that the building was to be used for storage purposes and that "the lessor shall keep in repair the roof and exterior of the building \* \* \* and the elevator or elevators," with a provision for reimbursing the lessee for repairs in the event of the lessor's failure to timely make necessary repairs.

The elevator was an obsolete, hand-operated type, without safety devices, and known as a carriage elevator, and with a rated capacity of 4,000 lbs., according to the inspection certificate thereon issued by the city.

Within a few weeks after the warehouseman entered the building the elevator gave way and fell to the basement floor. As a result of this accident a warehouse employee was killed, and his dependents sued the city for damages.

The counsel for the city contended that it was not liable, and that the warehouseman was solely liable because the latter failed to repair the elevator in accordance with the above mentioned clause in the lease contract. However, the higher court held the city solely liable, because another tenant continued to occupy quarters on the second floor of the warehouse building as a workshop, and in connection therewith he used the elevator for the purpose of carrying his materials up and down. This court said:

"A reasonable inference to be drawn from this evidence is that the city had not put plaintiff's employer (warehouseman) into full and exclusive possession and control of the demised premises, as tenant, thus making inapplicable the rule."

In other words, this decision in effect legally holds that when a lease contract containing a clause that the warehouseman, or lessee, agrees to keep the premises in good repair, the warehouseman and not the landlord is responsible for injuries resulting from defective premises, providing the injury occurs *after*, and *not before*, the warehouseman is given full and exclusive possession of the premises.

### Warehouseman Manufactured Stored Goods

CONTRARY to the belief of a majority of persons, a warehouseman who manufactures goods and also stores them for the owner is under no greater obligation or legal duty than any ordinary seller, or warehouseman.

For illustration, in *Owings*, 43 F. Supp. 380, it was shown a warehouseman manufactured merchandise for a buyer who left it in storage. The legal question arose, as follows: Under these circumstances does the relationship and legal duty of the warehouseman remain the same or different as where the warehouseman merely accepts for storage ordinary goods, manufactured or sold by another?

It is important to know that the higher court held that the warehouseman's duty as a warehouseman remained unchanged and, also, that the warehouseman's responsibility for quality of the goods was the same as other ordinary manufacturers and sellers.

### All Bailees Equal

IN many instances persons, corporations, and partnerships, not legal warehousemen, accept merchandise for storage under erroneous belief that they are not obligated to exercise "ordinary care" required of warehousemen to safeguard such merchandise.

For example, in *Kimbell Co. v. Greene*, Texas, 162 S.W. (2d) 991, it was disclosed a man named Boothe accepted certain merchandise for storage. He had never qualified as a public bonded warehouseman, and no warehouseman's receipt was ever issued by Boothe. He issued "scale" tickets bearing the name of the hauler, the owner, amount of merchandise received. These were signed by him.

The legal question presented the court was: Are all persons who accept goods for storage obligated to exercise the same degree of care as legal warehousemen? In holding in the affirmative the court said:

"Any disposition made by Boothe, the bailee in this case, of the property of the bailor, which deprived the latter of his right of title and possession, was a conversion for which the bailee was responsible to bailor."

### Drivers Beware

MODERN higher courts hold that reckless drivers of motor vehicles must assume full responsibilities for their acts, although obscure testimony is introduced intended to convince the jury that no harm was intended. The most striking example of this statement of law is found in *Nichols v. Commonwealth*, Kentucky, 163 S.W. (2d) 480.

The facts of this case are that a man named Nichols appealed to the higher court and contended that he should not have been convicted of murder because he did not intentionally kill a girl and that he had a "fit" just before killing the girl.

The testimony of the lower court proved that Nichols was charged with the crime of wilfully murdering Mabel Turner, a girl some 10 yrs. of age, by driving his motor vehicle against her in a reckless and wanton manner. He was found guilty by the lower court and his punishment fixed at 10 yrs.

Notwithstanding the argument that Nichols had a "fit," the higher court upheld the conviction, and said:

"He testified, as did his father and mother, that he had had fits for a number of years due to a kick he received on his head when a small child. He said that he did not know when these spells were coming upon him and that when he came out of one of them he had no recollection of what had happened. There is testimony that he was driving the car at a high rate of speed, some 30 to 40 miles an hour; and also that he zig-zagged it across the road, and on one occasion swerved it toward a boy on a bicycle."

### Conversion is Jury Question

IT is well established law that when a warehouseman moves stored goods to another location without notifying the owner, he may be held liable for conversion. However, his liability is a question to be decided by a jury.

For example, in *Sheehy v. Commonwealth-Merchants Trust Co.*, New Jersey, 23 Atl. (2d) 902, an owner sued to recover damages from the Standard Storage Warehouse Co. The testimony proved that the warehouse company, without the knowledge or consent of the owner, moved the property to the warehouse of Liberty Moving & Storage Co., located in a nearby municipality. The owner instituted suit for conversion against the Standard Storage Warehouse. However, the court would not decide the case, and said:

"The question whether or not the owner was justified in refusing to accept the goods, or whether he should have accepted a tender of the goods in mitigation of damages, was a matter to be settled by a jury after examination and cross-examination of witnesses and possibly an inspection of the property, and not by the court in advance of trial."



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### WAREHOUSES NEED THE DEPENDABILITY OF

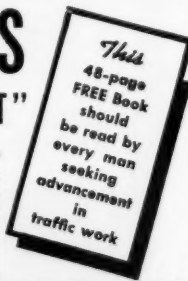
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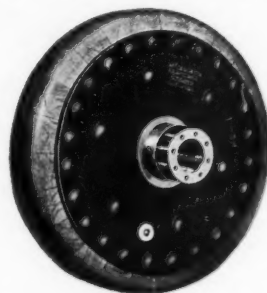
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### Metzgar Heavy-Duty Trailer Wheel

OWING to the restrictions on rubber, the Metzgar Company, Grand Rapids, Mich., has been meeting a great demand of defense work, both direct to forts and arsenals, as well as to defense plants and the manufacturers of trucks and trailers. Owing to the special urgency for production, heavier loads and more speed are involved in the use of shop trailers. The Metzgar engineers have made important refinements on the heavy-duty type of wheel for trailer use, comprising diameters



from 10 in. up to 16, with faces up to and including 5 in. These new improvements will give the wheel an added capacity of from 15 to 20 per cent. Some of the refinements include a more scientific arrangement in the number of wedges, also employing the use of 5/16-in. instead of 1/4-in. rivets. These wheels are manufactured in a range of sizes 2 1/2 in. in diameter to 20, fitted with either Oilless end-wood bearings, or anti-friction types.—DandW.

### Stick-to-Metal Gummed Labels

ONE of the reasons labels have never found great adaptability in plants producing metal products has been due to the fact that ordinary gumming does not adhere to metal surfaces.

However, after careful laboratory experimentation, there has been developed a special "stick-to-metal" gumming. This gumming can be applied to either paper or linen fabric upon which any message can be printed or written.

The Ever Ready Label Corp., New York, in the past few months has produced many labels for some of the largest industrial plants. They use "stick-to-metal" gumming on tools, products and machines. These stickers carry inspection data, instructions, warnings, etc., while plain gummed labels are used mostly in office procedure for routing, scheduling, tabbing, etc.—DandW.

# ELEVATORS (Portable or Stationary)

Mercer Engineering Works, Inc.	42
Revolver Co.	43
Sedgwick Machine Works	43

# FORK TRUCKS

Baker-Raulang Co.	1
Elwell-Parker Electric Co.	4

# JACKS (Lift)

Nutting Truck & Caster Co.	45
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# LIFTS, SPECIAL (Hand)

Revolver Co.	43
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# MESSAGE CONVEYORS

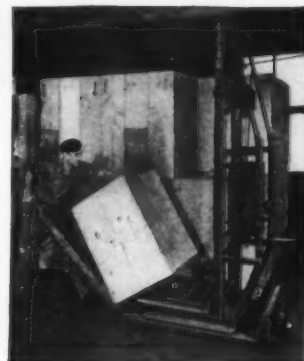
Sedgwick Machine Works	43
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# MOTOR TRUCKS

Autocar Company	17
-----------------	----

# REVOLVATOR PORTABLE ELEVATORS

Zee-Bar Uprights form straight, smooth, parallel tracks for platform guide wheels. More strength and rigidity, less weight, 15% less friction.



# SAVE SPACE • TIME • LABOR

Help win the Battle of Production by installing REVOLVATORS for most efficient lifting, piling, tiering and stacking of your raw materials and finished products in factory and warehouse. There's a type and size for every industrial purpose. High priority holders can obtain prompt deliveries of standard models. Write us your requirements and ask for Bulletin DW.

We also make Red Giant Lifttrucks

**REVOLVATOR Co.**  
DESIGNERS AND MANUFACTURERS OF MATERIAL HANDLING EQUIPMENT  
396 86th St. NORTH BERGEN, N. J. Since 1904

*Sedgwick*

Electric and  
Hand Power

# HOIST EQUIPMENT

FOR SPECIAL PURPOSES

THE immediate job is to keep materials moving—faster and better than ever before. Vertical transportation in the warehouse can become a "choke point". Let the skill and experience of Sedgwick engineers help you overcome any lifting problems in the handling of all types of loads between two or more floors.

★ ★ ★ ★

Since 1893, Sedgwick has specialized in the design and manufacture of lift equipment to meet normal and special requirements.

Correspondence Invited

Established 1893

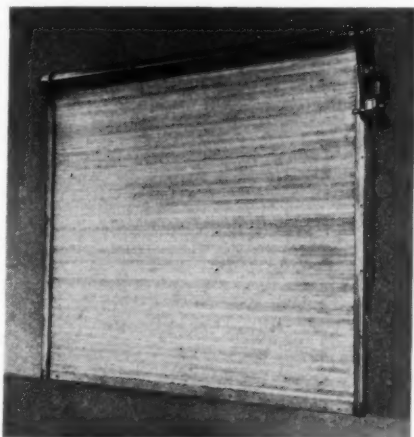
**SEDGWICK MACHINE WORKS**  
155 WEST 15th STREET NEW YORK

**Dumb Waiters & Elevators**

# Wood Rolling Door

AN upward-acting, wood rolling door is now available that incorporates the same upward-operating principle used in the Kinnear steel rolling door, having the same advantages, including overhead storage, space economy, etc. The wood door makes reductions in the use of vital war materials, permitting its unlimited use.

The curtain proper is composed of wood slats suitably shaped to permit easy articulation and jointed together by means of metal tapes or cables. It coils overhead upon a barrel, journaled in heavy cast iron brackets mounted at the corners of



the opening above the lintel, and travels in heavily constructed wood guides placed at the side of the opening. Bearings are provided at the points where the curtain enters the guides. Helical springs enclosed in the barrel assure perfect counterbalancing. Depending on the size of the door or on the owner's preference, operation can be manual, by chain and reduction gearing, or by motor.

Coiling as it does above the lintel, this wood rolling door does not require any floor, wall, or ceiling space for its operation. It can be easily installed in old or new buildings. Made by Kinnear Mfg. Co., Columbus, Ohio.—DandW.

# Resin Coating Replaces Rubber in Food Bags

FOOD bags made from a fabric coated with Butacite, a polyvinyl acetal resin, have been developed by E. I. du Pont de Nemours & Co., Wilmington, Del. The resin replaces rubber formerly used in such products. This resin is the same material which makes up the plastic intermediate layer of automobile safety glass.—DandW.

★  
Write for  
Catalog



## Customers More Than Ordinarily "Picky" These Days?

*Here's how to stop damage claims before they ever start*

*Equip every van with a full set of*



## DEFENDER FURNITURE PADS

What with "green" men and customers more than ever sensitive about the slightest damage to their furniture, you've got your hands full. But there's a quick, easy and inexpensive way to meet this situation.

Insist that your men use Defender Furniture Pads on every piece of furniture. Defender Furniture Pads will be your shield of protection today as they have been the industry's for thirty years past. And Defender Furniture Pads are made as well today as they ever were. Write for prices—TODAY.

**CATALOG  
FREE ON  
REQUEST**

Shows our complete line of products. Features Form-Fit Padded Covers for Living Room, Dining Room and Bedroom Furniture.

**NEW HAVEN QUILT & PAD CO.  
82 FRANKLIN ST., NEW HAVEN, CONN.**

### PADS (Canvas Loading)

New Haven Quilt & Pad Co. ....

### PADS (Kersey)

New Haven Quilt & Pad Co. ....

### SKIDS (Semi-Live)

Nutting Truck & Caster Co. ....

### SNOW PLOWS

Case Co., J. I. ....  
Hebard & Co., W. F. .... Back Cover

### TRACTORS, INDUSTRIAL (3 or 4 Wheel)

Baker-Raulang Co. ....  
Case Co., J. I. ....  
Hebard & Co., W. F. .... Back Cover

### TRAFFIC MANAGEMENT COURSE

LaSalle Extension University ....

### TRAILERS, INDUSTRIAL

Hebard & Co., W. F. .... Back Cover  
Nutting Truck & Caster Co. ....

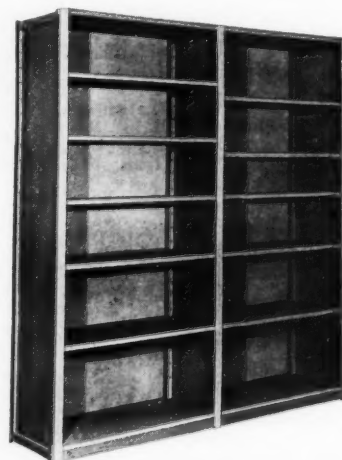
### TRAILERS (Motor Truck)

Herman Body Co. ....

### Lyon Wood Shelving

**Q**UICKLY adjustable shelving, very essential for saving floor space in wartime industries but eliminated by steel priority, is now offered in wood by Lyon Metal Products, Inc. 3035 Clark St., Aurora, Ill.

This wood shelving is made in open and closed types. Sections are 36 in. wide and 84 in. and 96 in. high, and may be had in 12, 18 or 24-in. depths.



Top, base, shelves, braces, arms and uprights are made of solid hard wood. Side panels, back panels on closed type are 1/4 in. plywood. Finished with a green tinted preservation coating that reduces moisture absorption. Easy to set up.

Features include dividers, bin fronts, adjustable shelves, and shelf boxes. Write for Lyon Bulletin No. 1705.—DandW.



### TRUCKS, ELEVATING PLATFORM (Powered)

Baker-Raulang Co. ....	1
Elwell-Parker Electric Co. ....	4

### TRUCKS, LIFT (Hand)

Revolator Co. ....	43
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### TRUCKS, PLATFORM (Hand)

Mercer Engineering Works, Inc. ....	42
Nutting Truck & Caster Co. ....	45

### TRUCKS, PLATFORM (Powered)

Baker-Raulang Co. ....	1
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### TRUCKS, SPECIAL (Hand)

Nutting Truck & Caster Co. ....	45
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### TRUCKS, STEVEDORE

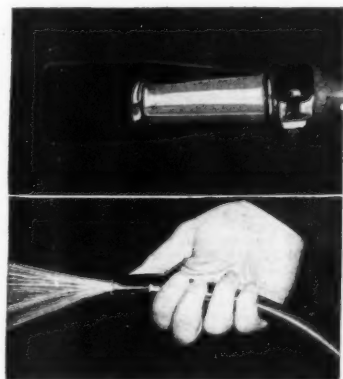
Nutting Truck & Caster Co. ....	45
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### WHEELS (Industrial Truck)

Darnell Corp., Ltd. ....	41
Nutting Truck & Caster Co. ....	45

### Thumb-Spray Attachment for Extinguishers

SOME fires, such as magnesium incendiary bombs and certain industrial fires, are fought with a spray as well as a solid stream. Most standard fire extinguishers, however, discharge only a solid stream. As a result, the thumb-spray Pyrene nozzle attachment will be of interest, because it converts pres-



ent equipment to wartime needs. It simply clamps over the 1/2-in. hose and nozzle of any standard soda-acid, foam, gas cartridge or pump tank fire extinguisher. It is always ready; no adjustments are necessary. The normally solid stream is converted into a spray by applying pressure with the thumb at the end of the attachment. Made by Pyrene Mfg. Co., Newark, N. J.—DandW.

### War Gas Extinguisher

A FIRE and war gas extinguisher as an effective fire extinguisher and as a decontaminator for the 3 major war gases: chlorine (which affects the lungs); phosgene (also affects the lungs); and chloracetophenone (tear gas). The new product is non-injurious and lasts indefinitely, it is claimed. One cubic inch of the extinguisher upon contact with fire has produced over 1,000 cu. in. of fire-smothering gases. Made by O. H. Adams Co., Milwaukee, Wis.—DandW.

# Ready

## To Tackle Tough War Jobs

Case industrial units are available to government agencies and private plants engaged in war work. Case engineering service is freely offered to such agencies and companies; also to others looking toward future developments that involve tractor power. If you have such power applications in mind, you are invited to get in touch with our industrial division new. J. I. Case Co., Racine, Wis.

# CASE

POWER that sees things through

## STEEL FOR WAR! IS SAVED BY USING WOOD FOR TRUCKS

*Nutting*



Nutting is using wood as much as possible for trucks, and conserving steel, rubber, ball and roller bearings and other critical materials for War use. Thousands of wood trucks made by Nutting are on 24-hour duty in War plants. Specify wood trucks for your own use—you will be helping to save steel, you will get as good trucks as Nutting ever built—and you will get them sooner.

Representatives in principal cities. Consult your Classified Phone Directory, or write direct to us.

**NUTTING TRUCK & CASTER CO.**  
1162 DIVISION STREET FARIBAULT, MINN.

**FLOOR TRUCK LEADERSHIP SINCE 1891**



## Nit League Convention

(Concluded from page 31)

5. Long range planning for transportation to govern in the post-war period should not be controlled by principles of social economics. Transportation shall not be made the instrument for attempting broad reforms of purely social nature.

6. The voluminous Report of the National Resources and Planning Board, Frederick A. Delano, chairman, recently transmitted by the President to the Congress, while it contains certain chapters which represent earnest studies by men of high standing, proposes recommendations of revolutionary effect which are predicated on the false assumption that there is something fundamentally unsound and out-moded in the American transportation system, amounting to failure, and reflect the erroneous doctrine that transportation is a medium for accomplishing a social and economic reform amounting, perhaps, to a new order of life. The implications of the Report and the probable results of its recommendations appear to present a serious threat to cherished principles of private enterprise; and the League will earnestly oppose Government ownership or domination as therein contemplated.

7. This is no time for attacks upon the carriers, or upon agencies of Government, which may impair the public confidence in any phase of the country's production effort or create doubts as to the splendid performance of transportation companies. It will be cause for great regret if fears or threats of anti-trust prosecutions shall embarrass carriers and shippers in considering continued fullest measure of co-operation in behalf of most intensive and efficient use of all transportation facilities and services.

Word came to the convention that the transportation tax was not to be applied by shippers prior to midnight of Nov. 30, regardless of delivery or payment of charges. It was also revealed that the Bureau of Internal Revenue was preparing a pamphlet on taxes that would be helpful to those in the transportation field. The American Railroad Assn. has already issued a special pamphlet on the transportation tax.

R. R. Luddecke, general traffic manager of Standard Brands, Inc., New York, was re-elected president. Clare B. Tefft, manager of transportation, Foreign Trade Depts., Toledo Chamber of Commerce, Toledo, was re-elected vice-president. R. W. Campbell, manager of the traffic department, Butler Paper Corporations, Chicago, was re-elected treasurer.

The members were warned that unless they voluntarily took steps to stop unnecessary weighing of carloads, drastic action might be expected through orders from Washington to eliminate this car delaying activity. The League has gained a respite for the members on this question, in other words, a trial period that ends January, 1943. Should voluntary efforts fail up to that time, there is the threat that the weighing rules may be suspended for the duration and in their place an order prohibiting the railroads from reweighing any carload of freight that has had a previous weighing or was moving under established weight agreements. The marked tare of the car would be used instead.

Considerable discussion took place on the question of securing uniform detention or demurrage rules on motor freight. Only a few of the motor freight tariff bureaus include such rates and the thought was that something should be done to get action on this, either through the American Trucking Associations or through individual bureaus. Many were of the opinion that trucks would not be held at docks so long as there were a penalty for such delays. Others were of the opinion that action on such rates was not necessary, for, if a shipper held trucks too long, the trucker could control the matter by refusing to serve him.

The attempt of the railroads to secure rate increases was looked upon with disapproval, especially when these increases were sought after competition had been

eliminated. Inasmuch as any rate increases will have to be absorbed by the manufacturer, as indicated in an O.P.A. ruling on refrigerated rail rates, the members are naturally concerned with the greater costs that will be involved in rate increases. The question arose as to the advisability of securing rate freezing, but this was looked upon as not justified by reason of the fact that it is recognized that the rate structure should always be liquid and that at times increases, as well as reductions, will have to be made. Lower rates have been sought and gained in those instances where new plants have been erected at spots where heretofore hardly any traffic existed to justify volume rating.

The League went on record as opposed to the requirement by the railroads of a corporate surety bond in respect to delivery of freight prior to surrender of the bill of lading. Such credit transactions in some instances call for bonds up to \$500,000 and considerable insurance protection.

As regards dunnage in closed cars, rule 30, it was felt that the present rule is a half-way measure, cumbersome and unsatisfactory. Shippers are under constant pressure to load cars as heavily as possible. This calls for increased dunnage and, as a result, the carriers should lend every assistance to shippers in their efforts toward efficient handling and loading of carrier equipment. Such assistance, it is felt, calls for free dunnage allowance in carload shipments.

The League went on record as opposed to S.2163, introduced by Senator Reed, or any other proposed legislation providing for compulsory pooling of revenues brought about by rate increases, same to be used to help out the weak railroads and "to provide adequate transportation service." The bill is looked upon as socialistic in its aims and contrary to the idea of private enterprise and an encroachment upon property rights.

The following A.A.R. suggested revisions in the storage rules were passed on favorably:

"Freight upon which the free time allowed under demurrage rules has expired while in cars, and subsequently unloaded in or on railroad premises, is subject to storage charges under these rules, after the cars are released from demurrage rules, without free time allowance."

"Carload freight, other than explosives and other dangerous articles, held in cars for delivery and subsequently unloaded in or on railroad premises shall be subject to these storage rules after the cars have been released from demurrage rules. If unloaded or reloaded by this railroad, the actual cost of the service will be in addition to storage charges."

"Forty-eight hours' free time will be allowed on carload shipments, other than explosives and other dangerous articles, for removal from railroad premises or to complete an outbound carload shipment. When held in cars for delivery, this free time will run concurrently with the free time allowed under demurrage rules as compared thereunder; but in no case shall storage charges begin to accrue before the cars have been released from demurrage rules and charges."

The association has 121 new members and a total membership of 832. The tentative date for next year's convention is Nov. 18-19. City will be selected later.

## Southwest Warehousemen Elect Bradley

THE Silver Jubilee convention of the Southwest Warehouse and Transfermen's Assn. was held at Ft. Worth, Nov. 6-7, and was attended by approximately 100 members. At the final day's session Chester E. Bradley, vice-president, Dallas Transfer & Terminal Warehouse Co., was elected president.

He succeeds Leroy L. Schwecke, Houston, who was named head of the board of directors of the organization. N. S. von Phul, San Antonio, was elected first vice-president, while Seth Davis, Tulsa, who is now in the Army, was named honorary vice-president.

Other officers elected were Dan Dalberg, Houston, 2nd vice-president; Curtis Robertson, Oklahoma City, vice-president for Oklahoma; F. W. Rogers, Little Rock,

(Concluded on page 82)

## BIRMINGHAM, ALA.

1880—Sixty-two Years of Service—1942

**HARRIS TRANSFER & WAREHOUSE CO.**

8 South 13th St., Birmingham

— FIREPROOF WAREHOUSES —

Merchandise and Household Goods

• STORAGE • CARTAGE • DISTRIBUTION • FORWARDING

Pool Cars Handled

Member of A.C.W.—A.W.A.—N.F.W.A.

Agents for Allied Van Lines, Inc.

## BIRMINGHAM, ALA.

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1700-1702 2nd Ave. So.

General Merchandise Storage and Distribution  
Pool Car Service a Specialty—Motor Truck Service  
Centrally Located—Free Switching from All R.Rs.

## LITTLE ROCK, ARK.

**COMMERCIAL WAREHOUSE CO.**

801-7 East Markham Street

A Complete Branch House Service - - Fire-  
proof Sprinklered - - Low Insurance - -  
Private Railroad Siding - - Quick Service.Represented by ALLIED DISTRIBUTION INC. CHICAGO  
15 WEST 42ND ST. NEW YORK 36-0048 1323 NEWBERRY AVE. CHICAGO 10

## LITTLE ROCK, ARK.

Arkansas' Largest Warehouse  
Merchandise—Household StorageAbsolutely  
Fireproof  
Low  
Insurance  
Rates  
Pool Car  
Distribution  
Compartment  
for household  
Goods**TERMINAL WAREHOUSE CO.**

LITTLE ROCK ARKANSAS

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American Chain of Warehouses

Agent for Allied Van Lines, Inc.

## BIRMINGHAM, ALA.

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Fireproof Warehouse

Household Goods and Merchandise

Pool Car Distribution

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## MOBILE, ALA.

**SECURITY BONDED WAREHOUSE**

500-501 East Commerce St.

**POOL CAR DISTRIBUTION**

SERVING

S.E. Alabama  
S.W. Georgia  
N.W. FloridaReceiving—STORAGE—Handling.  
Motor Freight Service to all points.  
6-car Private Siding. Reciprocal Switching.  
Efficient—Conscientious Branch House Service.

## LOS ANGELES, CAL.

OPERATING WAREHOUSES  
IN PRINCIPAL CALIFORNIA CITIESBranches Con-  
veniently Located**BEKINS**

VAN &amp; STORAGE CO.

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Herb Holt, Manager

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**Merchants Transfer Company**

HEAVY HAULING—STORAGE

Pool Cars and General Merchandise—Bonded  
Authorized Transfer AgentsA.T.&N., G.M.&N., L.&N., M.&O. &  
Southern Railroads. Pan Atlantic S/S Corp.

## MONTGOMERY, ALA.

**Alabama Transfer & Warehouse Co.**

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BONDED — FIREPROOF —  
WAREHOUSE  
STORAGE & DISTRIBUTIONMembers N.F.W.A. — A.W.A. — A.C.W. —  
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## MONTGOMERY, ALA.

**MOELLER TRANSFER & STORAGE CO.**

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Merchandise and Household Goods

Low Insurance Rate Bonded Trucking Service

Pool Car Distribution

Members: A.W.A., N.F.W.A., So. W.A.

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Merchandise ExclusivelySTORAGE  
DISTRIBUTION  
TRANSPORTATIONLOS ANGELES  
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PROMPT REMITTANCES

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SHIPPING TO AND FROM ALL EASTERN CITIES

POOL CAR DISTRIBUTION—L.C.L. SHIPMENTS

We specialize in transferring household goods for company personnel.

R. T. CHRISTMAS THREE DECADES OF SERVICE

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AN "ASSOCIATED WAREHOUSE"

**DAVIES WAREHOUSE COMPANY**

GENERAL OFFICES: 164 SOUTH CENTRAL AVE.

First merchandise warehouse in Los Angeles—and STILL  
the FIRST . . . Established 1893 . . . MORE THAN  
ORDINARY SERVICE . . . We invite inquiries relative to  
your warehouse problems.

MEMBERS: A.W.A. SINCE 1898 . . . C.W.A. . . . L.A.W.A.

## LOS ANGELES, CAL.

Completely Equipped

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316 Commercial Street  
Household Goods**ATTENTION  
SHIPPERS**Local traffic matters are  
studied and freight shipments  
given best routing. Ordinarily, it  
is difficult for the most efficient traf-  
fic department to know all changes in  
distant parts of the country.



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VAN AND STORAGE  
SERVES CALIFORNIA

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Pasadena  
Long Beach  
San Diego

Let *Lyon* guard your goods

member N.W.A.C.V.S.A.

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**METROPOLITAN WAREHOUSE CO.**

*Merchandise Warehousing and Distribution*

Reinforced Concrete Sprinklered Building—A.D.T. Alarm

Centrally Located in Metropolitan Area

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Offices for Rent  
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Free and U. S. Customs bonded storage. The largest, most complete and efficient Warehouse and Distribution Service in the West. Insurance Rate as low as 11.8 cents per \$100 per year. Daily motor truck service to all parts of the city and Los Angeles Harbor.

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**ONLY WESTLAND WAREHOUSES**

Offer You Neutral Switching To All Railroads in Pacific Southwest

Exclusive Los Angeles Junction Railway Service.

Located in Central Manufacturing District.

Low Insurance Rates.

Minimum Storage and Distribution Costs.

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**Overland Terminal Warehouse**

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*General Merchandise Storage*

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Cool Room Accommodations

For Complete Information Write Us Direct or Handle with Our Associates

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CHICAGO 455 W. Harrison St. NEW YORK 271 Madison Ave. KANSAS CITY 1104 Union Ave.

Or Nearest General Agency Union Pacific Railroad

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MEMBER  WAREHOUSEMEN'S ASSOCIATION

**LAWRENCE**  
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**STORAGE**

MERCHANDISE — HOUSEHOLD GOODS  
POOL CAR DISTRIBUTING — DRAYAGE  
Your Detail Handled as You Want It  
20th & JAY STS. P.O. BX. 1194

SACRAMENTO, CAL.

ARTHUR E. TRAVIS, Owner

**WESTERN VAN & STORAGE CO.**  
1808-22nd St. Sacramento, Cal.

*Merchandise and household goods Warehouse*

Specializing in General Merchandise, Hops and Flour. Private Siding on S.P.R.R.—10-Car Capacity. Distribution of Merchandise and Household Goods Pool Cars.

LOS ANGELES, CAL.

Estab. 1918

**PACIFIC COMMERCIAL WAREHOUSE**

INCORPORATED

**MERCHANDISE STORAGE AND DISTRIBUTION**


823 EAST THIRD STREET  
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**SPACE NOW AVAILABLE FOR STORAGE OF DEFENSE MATERIALS**

We specialize in package merchandise and solicit the handling of your volume of defense materials which are moving to the Pacific Coast. Advise your requirements and we will give you an outline of services and rates.

SAN FRANCISCO, CALIF.

"Where the West begins and Distribution starts."

 **GIBRALTAR WAREHOUSES**  
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OPERATED IN CONJUNCTION WITH  
**OVERLAND FREIGHT TRANSFER CO.**  
AND  
**TILDEN SALES BUILDING**

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Largest and most complete storage and trucking service on the Pacific Coast.

Operating in San Francisco, Oakland, Stockton and Sacramento

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LOS ANGELES, CAL.

1817-1835 INDUSTRIAL STREET

**Star Truck & Warehouse Co.**

COMPLETE FACILITIES EFFICIENT SERVICE

Storage SPRINKLERED—A.D.T. Drayage  
Distribution

Represented by Distribution Service

240,000 Square Feet 56 Motor Trucks  
New York Chicago San Francisco

**ATTENTION SHIPPERS**

A uniform manufacturing operation can be carried on throughout the year, on seasonal goods, and stored in warehouses for the sales period. This reduces cost of manufacture as overhead and expense are constant.

## Wool Rates

A request has been made by a large co-operative wool marketing organization for an adjusted rate on imported wool in machine pressed bales, the claim being that the railroads in making available a rate of \$1.08 per 100 lbs., minimum of 40,000 lbs., can no longer justify the Pacific Coast to Boston rates on domestic wools in the grease. The wool marketing organization has requested an adjustment from the transcontinental railroads, the rate proposed for domestic shipments being \$1.50 per 100 lbs. from Pacific Coast origins to Atlantic seaboard destinations. This rate is to be subject to grading, baling, assembling and compressing in transit.

The current domestic rate on wool is \$2.30 per 100 lbs., or 113 per cent higher than the import wool basis. It was also pointed out that wool baling presses have been installed at various points in the Western territory, enabling wool compression to 19 lbs. per cubic foot. Formerly, the practice of shipping wool in sacks yielded a density of only 8 to 9 lbs. per cubic foot.

## Navy Takes Over Redwood City Harbor

The United States Navy has taken over all the facilities of the harbor at Redwood City, on the San Francisco Bay. The announcement was made by A. A. Moran, harbor manager at this South-Peninsula port, who says the decision was made following inspection by high-ranking naval officials. Movement of goods down the Peninsula has started and some 10 acres of open storage space is being utilized as well as 2 existing warehouses and the wharf at Redwood City. The understanding is that the port facilities will accommodate 4 steamers a month.

This appears to be the first move towards a recently discussed and recommended plan to have ready for use, ports auxiliary to San Francisco in case the latter should come under enemy attack. This plan is one of the main objectives of the Bay Area Maritime Committee, representing the 11 counties of the San Francisco Bay area.

At its recently-held fourth meeting, the Committee was told by Col. J. H. Mellom of Fort Mason, who is in charge of Army Transport Service, that immediate preparation should be made for a substitute plan of auxiliary wharves. The Colonel said: "It would be a great source of satisfaction to have such a plan ready to put into effect in time of emergency instead of having to wait then for the completion of a survey."

J. F. Marias, chairman of the State Board of Harbor Commissioners, concurred in this view, since at any time the occasion may arise for dock facilities greatly in excess of those now available.

A survey is being conducted by the Committee of all "possible places on the area's waterfront where rail connections are available." It is understood the Navy may take over other offered dock facilities.

In addition to the Bay Area counties represented on the committee, it also includes the Twelfth Naval District, Army Transport Service, and the War Shipping Administration. Chairman is Don Fazackerley.—Gidlow.

## Discuss S. F. Piers 90-92 for Free Zone Use

Following the return home of Wm. L. Montgomery, San Francisco Chamber of Commerce foreign trade expert, who has been in the East studying foreign trade zone operations where they are in effect, the talk is current in port circles that concrete recommendations for establishment of a foreign trade zone on the San Francisco waterfront are being made. Rumor has it that "there is a distinct possibility" such a Zone will be established at Piers 90 and 92, on Islais Creek.

## SAN FRANCISCO, CAL.

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**Complete  
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and  
Internal Revenue Bonded Storage.  
Draying and Pool Car Distribution.  
Office Accommodations  
and  
Telephone Service.

**SAN FRANCISCO WAREHOUSE COMPANY**  
625 Third Street Sutter 3461

## SANTA ROSA, CAL.

## ALEXANDER'S

In Santa Rosa for  
**FIREPROOF STORAGE,  
MOVING—PACKING  
and SHIPPING**

A St., at 2nd



## STOCKTON, CAL.

CHAS. C. WAGNER, Pres.

## PACIFIC STORAGE CO.

517 N. Hunter St. Stockton, Cal.  
Merchandise—Household Goods—  
Drayage

Ship thru the PORT OF STOCKTON for economical  
distribution in Central California.  
Intercoastal Terminal Rates apply at Stockton.

## DENVER, COLO.



## THE BANKERS WAREHOUSE COMPANY

TELEPHONE MAIN 5259 • 2145 BLAKE STREET • DENVER, COLORADO

MERCHANDISE STORAGE — POOL CAR DISTRIBUTION  
A.D.T. Protection—Private siding C. B. & Q.—U.P. Also operate Warehouse  
at Brighton, Colo.

Represented By  
Associated Warehousemen, Inc.—Chicago & New York City

## DENVER, COLO.

## DEPENDABLE, COMPLETE WAREHOUSING SERVICE

Sprinklered thruout. Fire Insurance Rate \$0.121 per \$100.00. Free  
switching. 137,000 sq. ft. available. Pool and stop over cars dis-  
tributed. Offices for rent. Centrally located. Minimum storage  
and distribution costs. MEMBERS A.W.A.

When making your selection choose

## KENNICOTT WAREHOUSES, INC.

1561 Wynkoop St., P. O. Box 5124, Denver, Colo.

Conferences are understood to be under way with  
the California State Harbor Commission, with this end  
in view.—Gidlow.

There is talk of a temporary site being accepted from  
Berkeley, which has offered its concrete pier, reported  
to be well suited as a site for a warehouse. Other tem-  
porary sites under consideration are Brooks Island,  
south of Richmond; and the Santa Fe tracks area in  
Berkeley.

Leading warehousemen are still reported lukewarm  
on the proposal. Their attitude is summed up in the  
unofficial comment of one of them: "Give us the same  
privileges that the law gives to a foreign trade zone,  
and we would do a better job for the same money." They  
also point out that their existing facilities in San  
Francisco would be closer to steamers than a foreign  
free zone would be.—Gidlow.

<sup>50</sup> *For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.*



BRIDGEPORT, CONN.

U. S. Customs Bonded



**The Bridgeport Storage Warehouse Co.**  
General Offices 10 Whiting St.  
General Merchandise Storage and  
Distribution  
Total Storage Area 67,000 Sq. Ft.  
Household Goods, Moving, Packing and  
Shipping  
N. Y., N. H. and H. R.R. Siding

TORRINGTON, CONN.

Established 1860



**The E. J. Kelley Co. Storage Warehouses**  
Main Office, Torrington, Conn.—Telephone 9243  
One of New England's Largest Transportation Companies  
Household Goods Packed, Stored, Shipped.  
Merchandise Storage and Distribution.  
Pool Cars Distributed in All Parts of Connecticut.  
Branch Offices in Bridgeport, Hartford, New Haven &  
Waterbury, Conn.; Springfield & Worcester, Mass.

BRIDGEPORT, CONN.

E. G. Mooney, Pres. J. G. Hyland, V. Pres.

**HARTFORD DESPATCH**  
*H and WAREHOUSE CO., Inc.*

1337 SEAVIEW AVENUE, BRIDGEPORT, CONN.  
U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and  
Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut  
and Massachusetts daily. . . Warehouse at Hartford, Conn., and Springfield, Mass.  
Members: NFWA—AWA—ACW—AVL Agents

WASHINGTON, D. C.

Telephone ADams 5600



**FEDERAL STORAGE**  
**COMPANY**

1701 FLORIDA AVENUE

E. K. MORRIS, President (See Page Advertisement Directory Issue)  
Member—NFWA, AVL, WWA, CSATA, DCTA

GREENWICH, CONN.

Over 50 Years in Business

**NEW CANAAN, CONN. DRINKWATER SONS, Inc.**  
BEDFORD, N. Y. OFFICES: 122 RAILROAD AVE.  
PORT CHESTER, N. Y. 2 WAREHOUSES  
STORAGE — MOVING  
Daily Intercity Deliveries. Pier Deliveries.  
Custom Bonded Trucks. Licensed liquor carriers.  
Local and Long Distance Moving.  
Member May. W.A., C.W.A.

WASHINGTON, D. C.

Maurice Krossin, Mgr.

**Manhattan Storage & Transfer Co.**

639 New York Ave., N.W., Washington, D. C.  
Household Goods storage, packing, shipping. Pool Car Distribution Merchandise.

Lift vans local delivery.  
Member Ind. Movers & Warehousemen's Assoc.

HARTFORD, CONN.

E. G. Mooney, Pres. J. G. Hyland, V. Pres.

**HARTFORD DESPATCH**  
*H and WAREHOUSE CO., Inc.*

410 CAPITOL AVENUE, HARTFORD, CONN.  
U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and  
Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut  
and Massachusetts daily. . . Warehouse at Bridgeport, Conn., and Springfield, Mass.  
Members: NFWA—AWA—ACW—AVL Agents

WASHINGTON, D. C.

Fireproof Storage Warehouses



**SMITH'S**  
TRANSFER &  
STORAGE CO., INC.

1313 You St. N.W.  
Washington, D. C.  
A.T.A.—D.C.T.A.—Board of Trade, Washington, D.C.

HARTFORD, CONN.

Established 1902



**SILLANCE**  
**Warehouse Co., Inc.**  
HOUSEHOLD GOODS EXCLUSIVELY  
Fireproof Warehouses

NFWA CWA CMTA C.C.C.

WASHINGTON, D. C.

**GENERAL MERCHANDISE**  
**STORAGE**

Pool Car Distribution—  
City Delivery Service

Direct Switching Connections into Warehouse  
Pennsylvania Railroad

**TERMINAL REFRIGERATING &  
WAREHOUSING CORPORATION**

4th and D Streets, Southwest

Member of A. C. W.

NEW HAVEN, CONN.

M. E. KIELY, Pres.

**DAVIS STORAGE COMPANY**

335 East St., New Haven, Conn.  
Modern Fireproof Merchandise Warehouse  
Private seven-car Siding, adjacent to Steamship and  
R. R. Terminals. Pool and stop over cars distributed.  
Merchandise Storage.  
Motor Truck Service to all towns in Connecticut.  
Low Insurance Rate. Prompt, Efficient Service.

Member of Connecticut Warehousemen's Assoc.

WASHINGTON, D. C.

W. E. EDGAR, Supt.

**THE TERMINAL STORAGE COMPANY**  
**OF WASHINGTON**

First, K and L Streets, N. E.

Large buildings of modern construction, total floor area 204,000 square  
feet, of which 109,000 square feet is of fireproof construction.

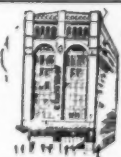
Storage of general merchandise

CONSIGN SHIPMENTS VIA B. & O. R. R.

Heated rooms for protection against freezing.  
Member of American Warehousemen's Association

WASHINGTON, D. C.

Established 1901



**UNITED ★ STATES**  
**STORAGE COMPANY**

418 10th Street, N. W.

We Reciprocate Shipments

(See Advertisement in Directory issue, page 112)  
Member of N.F.W.A.—W.W.A.

STORAGE and DISTRIBUTION



Established 1860

**THE SMEDLEY CO.** 165 Brewery St.,  
New Haven, Conn.  
Members: AWA, NFWA, CWA, New Haven, Chamber of  
Commerce, Hauling Agent Allied Van Lines, Inc.



Merchandise, automobiles, furniture—23 buildings—ADT supervised watchman service—Low insurance rates—15 car siding—Central location—Daily truck delivery service covering Connecticut and southern Massachusetts—Bonded with U.S. Customs.

## JACKSONVILLE, FLA.

FLORIDA'S LARGEST WAREHOUSE



## Union Terminal Warehouse Company

700 East Union Street

Merchandise Storage—Custom Bonded—Pool Car Distribution  
Reconsigning—Trucking Service—Trackage 52 Cars  
Reinforced Concrete—Sprinkler System—A.D.T. Service  
Insurance Rate 12 Cents  
Rental Compartments—Sub-Postoffices  
Members A.W.A.—A.C.-of-W.—J.W.A.

## MIAMI, FLA.

## INTERNATIONAL BONDED WAREHOUSE CORP.

U. S. CUSTOMS BONDED  
Specializing in Imported & Export Storage—Negotiable Warehouse Receipts

## MERCHANDISE STORAGE

\$50,000.00 in BONDS & WAREHOUSEMEN'S LIABILITY INSURANCE  
\$100,000.00 WAR DAMAGE INSURANCE

219-251 S. W. First Court

Tele. Miami 2-1208

## TAMPA, FLA.



"Your Tampa Branch House"

## GALDWELL BONDED WAREHOUSES

MERCHANDISE—HOUSEHOLD GOODS  
Member American Warehousemen's Assn.

## TAMPA, FLA.

## GULF FLORIDA TERMINAL CO., INC.

P. O. Box 2481 TAMPA, FLORIDA Phone M-8151

Cold Storage—Air Conditioned Storage—General Merchandise Storage  
Pool Car Distribution—U. S. Customs Bonded Warehouse—Preselling  
PRIVATE DOCKS—Direct Steamship Service: Pan Atlantic Steamship Line,  
Waterman Steamship Line.  
PRIVATE RAILROAD SIDINGS—Atlantic Coast Line, Seaboard Air Line.  
FIREPROOF BUILDING—Sprinkler System. Insurance rate 14¢.  
MEMBER—AWA—ARW—ACW

## TAMPA, FLA.

## LEE TERMINAL

1139 Ellamae Ave.  
TAMPA

Merchandise Storage  
Pool Car Distribution  
Commercial Cartage  
Water & Rail connections  
Low Insurance Rate  
Household Goods Storage  
Moving—Packing—Shipping  
Agents Allied Van Lines  
National Movers  
Members: AWA—NFWA

## TAMPA, FLA.

## TAMPA COLD STORAGE &amp; WAREHOUSE CORPORATION

Loans on Stored Commodities. Sales Representation. Privately Bonded.  
Pool Cars Handled.

Located in heart of Tampa. General merchandise—Cooler and sharp  
freezer cold storage. Efficient distribution over entire state. Field  
Warehousing.

380,000 Sq. Ft. of Space

## TAMPA, FLA.

WILLIAM J. EVE, Manager

## WAREHOUSE, INC.

BONDED

CARLOAD AND COMMERCIAL STORAGE  
POOLED CAR DISTRIBUTION

Morgan and Water Streets, Tampa, Florida

## ATLANTA, GA.

## AMERICAN BONDED WAREHOUSE

Affiliated with

## SOUTHEASTERN BONDED WAREHOUSES

"Better Warehouse Service"

651-653 Humphries St., S. W.—Sou. R. R.

Merchandise Warehousing Pool Car Distribution  
Sprinklered A.D.T. Burglar Protection A.W. Am.



## ATLANTA, GA.

## SAVANNAH, GA.

## BENTON RAPID EXPRESS

The Fastest Freight Service Between Atlanta and  
Savannah and Intermediate Points  
CUSTOMS BONDED AND INSURED  
Ask us to quote on all kinds of shipments received from  
and delivered to Steamship Lines—Serving the  
Port of Savannah

Principal Office  
1 Victory Drive,  
Savannah

Atlanta Office  
220 Houston St., N. E.

## ATLANTA, GA.

"Atlanta's Largest"

## MONROE BONDED WAREHOUSES

Invested Capital \$325,000

Lowest Warehouse Insurance Rate in Atlanta

## MERCHANDISE—COLD STORAGE—TRUCKING

Private Railroad Sidings—Concrete Warehouses  
A.D.T. Service Member: A. W. A.

## ATLANTA, GA.

ESTABLISHED 1917

## SECURITY WAREHOUSE COMPANY

113-129 COURTLAND ST. S. E.

Commercial Warehousing at Its Best

## SAVANNAH, GA.

Savannah's only bonded warehouse  
SAVANNAH BONDED WAREHOUSE & TRANSFER  
COMPANY.



BAY STREET EXTENSION & CANAL,  
Post Office Box 1187  
General Storage—Distribution—Reconsigning  
Custom House Brokers—Custom Bonded  
Regular steamship service from principal  
Eastern, Western & Gulf ports—track con-  
nections with all rail and steamship lines.  
R. B. Young, President.  
F. J. Robinson, Vice-President.  
Members—A.W.A.—A.C.W.



## HONOLULU, HAWAII

WHEN SHIPPING GOODS TO  
HONOLULU

Consign to us and the same will be given our best attention.  
Modern Concrete Warehouses. Collections promptly remitted.  
Correspondence Solicited

## CITY TRANSFER COMPANY

Cable Address: LOVERINO, HONOLULU

## BOISE, IDAHO

Concrete Building—Low Insurance Rates

## BOISE COLD STORAGE COMPANY

Merchandise Warehousing & Forwarding  
Negotiable Warehouse Receipts Issued  
Pool Car Distributors  
Private Siding U.P.R.R.

304 S. 16th St., P.O. Box 1656, Boise, Idaho



## CHICAGO, ILL.

## ACE WAREHOUSE CO.

417 W. Ohio Street

372 W. Ontario Street

The Warehouse with Personal Contact

Modern Buildings Low Insurance



## CHICAGO, ILL.

## The Distributors' News Group

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN. 6-0968 1525 NEWBERRY AVE. MON. 5531



# Member AMERICAN WAREHOUSEMEN'S ASSOCIATION



## DOWNTOWN WAREHOUSE

Most Centrally Located

2 Blocks from New Union Station

Canal & Harrison Sts.

CHICAGO, ILL.

Tunnel and Trap Car Service

Liberal Loans Made on Staple Commodities

OPERATING SPACIOUS STORAGE WATER DOCK FACILITIES AT THE NAVY PIER

# CROOKS TERMINAL WAREHOUSES

CHICAGO

NEW YORK OFFICE: 271 MADISON AVENUE

KANSAS CITY

## SOUTH SIDE WAREHOUSES

5801-5967 West 65th St.

CHICAGO, ILL.

Capacity 1200 Carloads

Insurance Rates as Low as 12c

OPERATING SPACIOUS WATER FRONT WAREHOUSE AT 103RD STREET & CALUMET RIVER

Also operate three modern warehouses in Kansas City and the Overland Terminal Warehouse Company at Los Angeles, California



SOUTHSIDE RESHIPPING WAREHOUSES CHICAGO

CHICAGO'S MOST MODERN WAREHOUSES

## Waterways and Terminals

(Continued from page 33)

they do now, and receive ore cargoes for the return haul—a significant development for upper river traffic."

It is said that the movement may approximate 350,000 tons annually and will be shipped by rail from pits North of Duluth to the river loading point, then downstream by barge to huge mills at Granite City, Ill.

Observing that river traffic has suffered because of loss of much of its commercial freight and a dropping off of export trade due to war conditions, Macleay went on to enumerate some of the brighter aspects of the water haul picture.

"The barge lines are hauling more coal, and will get more grain and soybeans. The C.C.C. has just released 60,000 tons of soybeans for shipment from upper Mississippi points to New Orleans.

"Before Pearl Harbor, we moved a lot of steel on the river. When we got into the war, the government gave practically all steel shipments to the railroads. We raised a fuss over this practice, and are beginning to get directives out of Washington which will enable use of barges for some of this business.

"Sulphur and scrap come to Pittsburgh by barge; we are submitting to the W.P.B. the necessary arrangements for schedules to fill our empty barges with steel on the downstream haul.

"We took up with Federal officials the question of movements of sugar out of New Orleans. The result was an extension northward of the territory to which the New Orleans refineries could ship by barge."

He pointed out that many river cities are enjoying rapid growth due to the triple advantage of rail, water, and truck transportation, they are able to offer industry. As an example, the association leader used the city of Evansville, which is growing rapidly due to its river, rail and truck transportation.

"We have the best railroads in the U. S. here in the Midwest. We have the finest system of concrete highways in the world, and 9,000 miles of inland waterways. The Valley has 90 per cent of the Nation's iron ore, 96 per cent of its coal, 82 per cent of its petroleum, 84 of its natural gas and 99 per cent of its sulphur. All of these are basic in industry.

"In addition, we have 70 per cent of the Nation's agricultural production, much of which will be converted to plas-



# Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

## ANCHOR

STORAGE CO.,

219-229 EAST NORTH WATER STREET, CHICAGO, ILL.

Across the street from Tribune Tower—only 3 minutes from the Loop. The best of re-shipping facilities—direct tunnel connection with all railroads, eliminating cartage. Private switch on C&NW Railway. Delivery platform inside the building. Private dock on Chicago River.

Every facility for efficient storage and distribution of your merchandise.

Represented by

DISTRIBUTION SERVICE, INC.

CHICAGO, ILL.

## CHICAGO'S LOOP WAREHOUSE

## C & A TERMINAL CO.

358 W. HARRISON ST.

Modern concrete building. 30 car track served by Alton-B. & O. R.R. Tunnel connection all railroads for L.C.L. shipments. Next door Parcel Post Bldg. for economical and speedy handling of Parcel Post shipments.



CHICAGO, ILL.

## CURRIER-LEE WAREHOUSES, Inc.

427-473 W. ERIE ST.

Complete Facilities for Merchandise Storage and Distribution

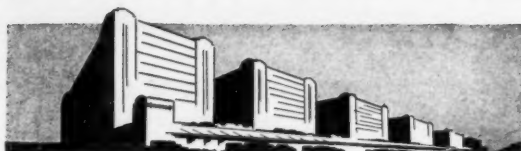


For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.





## AMERICAN WAREHOUSEMEN'S ASSOCIATION



WHEN we say "Ideal in Chicago" we have in mind more advantages than this small advertisement can attempt to detail . . . Our units are located centrally on private well paved streets . . . They provide ample parking and loading spaces, including a second floor level roadway and truck elevators . . . A Chicago Junction Railway Union Freight Station under the same roof assures fast shipment service without transfer or cartage expense . . . Fast freight elevators, plenty of them, natural light on all sides, heat and power as required, clean, modern quarters for offices or light manufacturing . . . Whatever your space needs, come to see Central Storage units and learn more about these and other important features which make them:

### Ideal IN CHICAGO CENTRAL STORAGE & FORWARDING COMPANY

Telephone: LAFayette 5628

#### CHICAGO, ILL.

Member A. W. A.

### Griswold-Walker-Bateman Co.

1525 NEWBERRY AVE.

CHICAGO

- Modern Buildings.
- Low contents insurance.
- Reshipping, city deliveries
- Vacuum fumigation of food stuffs, tobacco, etc.
- Cooling Rooms
- Direct track connections with C&NW, B&O, Soo Line, PM, CGW, and B&OCT Railroads.
- Write for your copy of "The Way to Distribution."

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN. 6-0968 1525 NEWBERRY AVE. MON.5531

#### CHICAGO, ILL.

Member: N.F.W.A.  
Allied Van Lines

Serving Chicago & Suburbs For  
Over 35 Years.



Consign Your Shipments To  
**JOYCE BROS. STGE. & VAN CO.**  
Main Office 6428 N. Clark Street  
Rogers Park 0033

JOYCE

#### CHICAGO, ILL.

45 Years of Reliable Service



**Lincoln Storage and Moving Co., Inc.**  
4251-59 Drexel Blvd. Chicago, Ill.  
Government Bonded Warehouse  
Storage—Packing—Shipping  
Local and Long Distance Moving

ties after the war. We will get industrial alcohol plants—many more of them, and will make rubber in the Middle West.

"Transportation is the backbone of industry; if transportation is tied up, production is nullified. The barge lines are ready to carry their share of the burden in the postwar economy. There are 25 to 30 barge lines on the river now. They function under the Federal umbrella created in the founding of the Inland Waterways Corp., the experimental lines set up during the First World War."

Chester C. Thompson of St. Louis and Rock Island, president of the Inland Waterways Corp., pointed out that while the Federal Barge Lines are the largest operators on the system, they handled in 1941 less than 3 per cent of the total tonnage on the river.

Thompson declared that "the Inland Waterways Corp. is an octopus according to the opinions of some people." He said that there are 155 private operators on the rivers.

"We are an experimental agency, founded to help develop service. It is a paradox that we should be successful, but not competitive. Before the war is over, the rivers will carry a bigger load than now. Water transportation has grown up; Congress has recognized it as a potent form of shipping."

### Coal-Loading Firm Formed in Chicago

A new outlet for Illinois coal and minerals, as well as other sections, will be provided by the Rail to Water Transfer Co. which will shortly begin operation at Chicago of new vessel-loading facilities. Its sponsors stated that a huge increase in the transshipment of coal at Chicago to lake barges and vessels will be made possible.

The new installation has been under construction for quite some time, and the facilities are without comparable equipment in the Chicago area for the rapid loading of coal on vessels. It was said that it would be possible to transship coal at the rate of 1,500 to 1,800 tons an hour.

The new company will be controlled by Chicago interests, headed by Horton Conrad, president of the Chicago Waterways Fuel Co. with which he will continue as head, who conceived the project. Other Chicago partners are Barnet L. Rosset, as trustee, and Charles True Adams and Samuel Morgan, who are lawyers. Mr. Rosset is president of the Metropolitan Trust Co. A minority interest is held by John A. Sargent of Boston, and Major James Roosevelt, son of President Roosevelt.

### Canal Boats Jam Buffalo Trying to Beat Deadline

Canal vessels have been jamming the terminal at the foot of Genessee St. in Buffalo in an attempt to beat the deadline, a few weeks away, for the closing of the Barge Canal to cargo vessels.

Clustered at the local pier were about 35 vessels preparing to make their last trip over the waterway from Buffalo to New York. Most were waiting to take on cargoes, while about a dozen others already were loaded and awaiting a tow.

No steel vessel or steel-protected wooden vessel is permitted to enter the vital transportation link, except by special permission.

The 1942 season has been the best for the terminal in 3 yrs., but it has been a season of many uncertainties. From the opening of the waterway in April to Nov. 6, approximately 1,500,000 tons of material cleared aboard 893 vessels. In 1941, shipments aggregated 1,307,716 tons. More than half the clearances there this season were petroleum products, followed in volume by sulphur and pig iron.

During the 1942 period there were about 160,000 tons of sulphur transferred from 31 lake boats into 221 barges for shipment to New York at the terminal. Bauxite ore led in traffic from New York to Buffalo.

Transshipments of pig iron from Cleveland for ship-

(Continued on page 65)

CHICAGO, ILL.

# MIDLAND



**A complete warehouse organization fully equipped to handle merchandise rapidly and economically**

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Outbound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express and Truck Lines on premises.

*Inquiries Invited on Storage, Office and Rental Requirements*



**MIDLAND WAREHOUSES, INC.**

1500 South Western Avenue,  
Chicago, Ill.

CHICAGO, ILL.

## NATIONAL VAN LINES INC.

2431 IRVING PARK RD.

Interstate moving of H.H. goods—Nationwide agents and warehouse facilities in all key cities. I.C.C. Permit 242866

We specialize in pool car shipments of H.H. goods coast to coast in padded freight cars—No crating necessary—Low rates. Consign your shipments to our nearest warehouse. We will rush.

**TO TRAFFIC MANAGERS:** Our tariff is very low. Wire or write us when transferring personnel.  
New York City: 1775 Broadway Los Angeles, Calif.: 447 Commercial

CHICAGO, ILL.

For Personalized Warehousing

## PRODUCERS WAREHOUSE CO.

344 No. Canal St. C. & N. W. Ry

## THOMSON TERMINALS INC.

346 W. Kinzie St. C. M. St. P. & P. R. R.

## BROKERS REPUBLIC WAREHOUSE CO.

409 W. Ontario St. C. M. St. P. & P. R. R.

Prompt Deliveries

Advances Made



*Member* **AMERICAN WAREHOUSEMEN'S ASSOCIATION**

## RAILWAY TERMINAL & WAREHOUSE CO.

444 WEST GRAND AVE., CHICAGO, ILL.



Merchandise Warehouses close to the Loop. Direct railroad connections. U. S. Customs Bonded and free storage. Low insurance rates.

CHICAGO, ILL.

"CONSIGN YOUR SHIPMENTS TO ME

## DEPEND ON FRED REMER

ALWAYS ON THE JOB TO SERVE YOU"



**REMER STORAGE & VAN CO.**  
5822-5824 N. WESTERN AVE.

Commercial Hauling & Moving in Chicago & Suburbs for 34 Years



CHICAGO, ILL.

John F. Seng  
President

WAHask 6852

John J. Egan  
Vice-President

## SENG WATERWAY WAREHOUSE

One Half Million Sq. Ft. of Modern Warehouse Space.

Warehousing-Brokers Offices. U. S. Customs Bonded Stores.

Shipments received and dispatched by water - rail or truck. Private track of Pennsylvania R. R. direct into Warehouse. In the heart of downtown Chicago.

310 West Polk St.

One block from Main U. S. Post Office



*Member* **AMERICAN WAREHOUSEMEN'S ASSOCIATION**

Come to North Pier Terminal



## NORTH PIER TERMINAL

Largest warehouse in the Great Central Market territory.

Especially adapted for combination of office and warehouse or factory. • Splendid shipping facilities including all phases of transportation. • Rail, water, tunnel, truck. • Track capacity 150 cars. 2500 feet of dockage for boat unloading. • Direct water service from Eastern Seaboard, Gulf and Canada. • Direct free tunnel connection all railroads. • Universal station in building for out of town truck shipments. • Low insurance rates. • Heavy floor load. • Our general storage division operating in separate buildings with same facilities. • Storage in-transit, pool car distribution, customs bonded.

Offices are available in new section at 444 Lake Shore Drive • Ample free parking • Good transportation • Close to Loop.

## North Pier Terminal Co.

509 E. Illinois St., Chicago—SUP. 5606



## SOO TERMINAL WAREHOUSE "The Economical Way"

519 W. Roosevelt Road, Chicago, Ill.

Year-round candy storage, pool car distribution, negotiable warehouse receipts. Storage in transit. One-half million sq. ft.

Customs Bonded  
Unlimited Floor  
Load Units for  
Lease  
Near the Loop



### CHICAGO, ILL.

For Distribution in CHICAGO Use

## SYKES SERVICE

Fully sprinklered warehouse building for merchandise storage exclusively.

Centrally located—only 12 minutes from the loop. Complete warehouse service with personal supervision. Pool Car Distribution

**SYKES TERMINAL WAREHOUSE**  
329 West 19th Street Chicago, Ill.



Merchandise Storage and Distributors

## WAKEM & McLAUGHLIN, Inc.

Estd. 1886

MAIN OFFICE—225 E. ILLINOIS ST., CHICAGO  
U. S. Internal Revenue Bonded Warehouse  
U. S. Customs Bonded Warehouse

A.D.T. Service

**ADVANCES MADE**

Our ample financial resources enable you to negotiate loans right in our office.

Prompt Delivery and Best of Service.

### CHICAGO, ILL.

## One of Chicago's Finest

A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshipping. Track space accommodates 360 railroad freight cars. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

Located on the edge of Chicago's famous Loop and only one block from the mammoth new Post Office, Western Warehouse is in the heart of all business activity. Write for complete information.

## WESTERN WAREHOUSING COMPANY

323 West Polk Street

Chicago, Ill.

### DECATUR, ILL.

H. G. Taylor, Pres. R. C. Shumate, Trans. & Mgr.



## Decatur Warehouse Company (SHUMATE TRANSFER)

555 East Wood Street

TRANSFER—STORAGE—DISTRIBUTION

MOVING—PACKING

Licensed—Bonded—Insured Carriers

### JOLIET, ILL.

Telephone 4381 and 4382

## Joliet Warehouse and Transfer Company

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Modern Plant C.&N.W. Siding Free Switching  
"Sparkling Service"

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Phones: Main 133, 134

## Air Cargo—Present Handicaps and the Future

(Continued from page 24)

tremendous speeds while the ocean steamship plows along its weary course through the seas and the freight train drags along over the country.

Let us now take a look at what air transportation might do with the volume of traffic in the United States. There are approximately 1,900,000 freight cars on the railroads of this country, averaging a load of 28 tons capacity, which traveled some 18,000,000,000 miles in 1941 and so accumulated the staggering total of 500,000,000,000 ton-miles in that one year. It has been publicly announced that Ford will shortly be able to turn out a thousand long range heavy bombers a month and other plants are going to be able to turn out equal numbers. The bombers of the United States are of varying sizes, but a heavy long-range bomber of today can carry 15 tons of useful load on overland distances in the United States, such as New York to Chicago, at a speed of 250 miles an hour. That means that one of these large existing aircraft of approximately the types that are flying every day can net the operator 3,750 ton-miles an hour capacity. Any good airline operator can run an aircraft 3,000 hrs. a year. It has been done again and again by our airlines.

Putting these 2 figures together, Grover Loening has recently pointed out that we arrive at the inescapable



fact that such an aircraft (this is in no way theoretical) can actually deliver over 11,000,000 ton-miles a year capacity. And from this we get the startling conclusion that the vast amount of cargo that is carried by very nearly 2,000,000 freight cars can actually be carried by less than 45,000 aircraft of a type being flown day after day.

Since the capacity of our vastly increased aircraft industry could take care of the production of such a number of planes in between 2 to 3 yrs.' time; from a tonnage carrying standpoint we could completely replace the carrying capacity of all the freight cars in the United States, if we wanted to, by a number of ordinary aircraft that can easily be turned out by our present production facilities.

Air Express in the United States in 1941 totaled only about 9,000 tons, but Railway Express totaled well over 3,000,000 tons with an average distance hauled of about 500 miles and with a total ton-miles of ordinary railway express of 1,600,000,000. But since planes of current design can carry 11,000,000 ton-miles a year, Grover Loening again predicts that a production of only 145 of them can carry all the railway express in the United States. Such a production would be considerably less than a week's output of one of our new tremendous plants as soon as they turn from bombers to commercial types. This prediction of Mr. Loening demonstrates how few planes are needed to carry large volumes of express and other cargo but, of course, a fleet of 45,145 planes could not do the identical job of distribution now carried out by all the freight cars on our railroads nor by the widespread Railway Express Agency. This is so, because neither freight nor express can always be assembled into full carload lots for loading and carriage. The needs of shippers and consignees to have the traffic transported and delivered as addressed and in the quantities desired at a particular time must govern. In other words, to handle traffic when and where it is offered and carry it to where it is addressed requires many thousands of cars and will require more planes than Mr. Loening estimates. Even so, it will take a relatively small fleet of planes, with at least a 4 to 1 speed ratio over the railroads to do the entire job.

The objection might be raised that smaller towns would not receive such good service as at present, but this is not so because we have developed an air-pick-up and delivery system for localities that have no landing fields. This system is perfectly practical now in its present small size as operated for a number of years by All American Aviation on its air mail routes; and promises to become equally practical on a much larger scale. Then, too, we have the glider, which can be adapted to small-town operations.

Glider is the freight cars of the air. A glider as large as an air transport plane would have one-third the head resistance and would carry a much heavier payload due to the fact that the plane with power would have to carry the gasoline, engines and other equipment necessary to its operation. A glider would only need one man or 2 men at most, would have none of the supplementary weights of engine and equipment, gasoline, etc., for all of which payload could be substituted.

Therefore, where a plane could carry 40,000 lbs. of cargo, an air transport glider could carry over 50,000 lbs. By hitching 3 gliders behind a transport, we would have 190,000 lbs. of freight which could be carried with the same horsepower and a reduction in speed of only approximately 40 per cent. In other words, if the transport plane which acts as a tractor would have a speed of 300 miles an hour, the air train could make a speed of about 80 miles an hour. Gliders also allow for considerable flexibility in picking up and delivering cargoes that greatly enhances the practical results obtainable from air transportation. Experiments already carried out by the Air Transport Command have re-

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Motor Trucks for Store Door Delivery. Our clients do the selling—We  
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sulted in demonstrating the practicability of hooking  
 or more gliders onto single planes. We can visualize a  
 towing plane that can leave La Guardia Field with a  
 train of gliders in the very near future. By the use of  
 this system for carrying loads, the cargo capacity of a  
 single plane would be doubled. By having this load  
 divided, there would be the practical facility of unhitch-  
 ing gliders for certain points as the towing plane and  
 its train flew over them. During the entire trip the  
 towing plane would not have to land or even slow down  
 in the air.

## Editor's Note:

Dr. Frederick took the stand in his speech at the  
 Silver Anniversary convention of the Southwest Ware-  
 house and Transfermen's Assn., at Ft. Worth, Nov. 6  
 and 7, that the airlines should be the ones to carry  
 freight, not the railroads which seem lately to be show-  
 ing active interest in the post-war potentialities of this  
 ever-growing industry. Dr. Frederick covered this sub-  
 ject in his speech, "Commercial Air Cargo Transporta-  
 tion" and stated:

"With the attractive possibilities of air cargo car-  
 riage becoming recognized by various types of carriers,  
 it is no wonder that even before we actively entered  
 the war, various groups including some railroads and  
 motor truck lines had proposed air cargo operations  
 without attempting to carry mail or passengers. It is  
 my opinion that the carriage of air cargo should not be  
 regarded as a separate type of operation. If we do so  
 we would ignore the fact that the Civil Aeronautics Act  
 of 1938, under which commercial airlines are regulated  
 more strictly than any other common carriers, sought  
 to protect the interests of existing airlines. We also  
 ignore the fact that the Civil Aeronautics Board in fol-  
 lowing the mandates of the Act could hardly permit the  
 duplication of the existing air transport system with  
 separate air freight or cargo systems. It would, for  
 example, be just as logical to grant a certificate of con-  
 venience and necessity to one of the airlines to operate  
 a railroad or motor truck line between New York and  
 Chicago, as to give a truck line, a railroad or any other  
 operator of surface transportation facilities a certificate  
 for an air cargo operation between those or any  
 other 2 points. Public convenience and necessity do not  
 warrant duplications of this nature. The present air-  
 lines cover the major portions of the country, and the  
 feeder airlines which will be authorized in the future  
 to carry mail, passengers and cargo will completely  
 blanket the remaining areas. There is, and will continue  
 to be, competitive air service between all large cities.

"There seems to be no indication that the develop-  
 ment of air cargo transportation by the airlines would  
 take such volume from either the railroads or the motor  
 truck lines that they should be entitled to go into the  
 air cargo business in self-defense. The airlines will take  
 some business from these other carriers of course, but  
 it will be gradual, and it will probably be offset by the  
 normal development of the country. Much of the air  
 cargo business will, however, be developed because the  
 airlines will give a service impossible for railroads or  
 truck lines to render.

"Many marketing and merchandising methods will be

(Concluded on page 69)

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**AMERICAN TRANSFER & STORAGE CO.**

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General Merchandise Warehousing and Distribution. Cold Storage.

Modern Brick Warehouse, Sprinklered 80,000 Square Feet. Siding on C. M. St. P. & P. Rd. Free Switching from Other Roads. Motor Freight Terminal. Agent Greyvan Lines.



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Agent for Allied Van Lines, Inc.

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**Modern Merchandise Warehouses**

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**Douglas Shipline Storage Corporation**  
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Sprinklered storage—1,050,000 square feet. Mdse. and Furniture. Switch track capacity—100 cars.  
Nine warehouses convenient to your trade. Loans made against negotiable receipts. Trucking Department operating 105 trucks. Insurance Rates 1 1/2 to 4 1/2.



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Complete warehousing facilities—Distribution—Weighing—Forwarding—Consignment—Storage—Cartage—Field Warehousing—Office Space—Display Rooms—Sprinklered Risk.

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**Complete Warehousing Service**

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Household Goods Storage and Transfer. Trucking Delivery Service.



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Established 1875

Incorporated 1918

**General Storage and Distributing**

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WAREHOUSEMEN'S ASSN.

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Warehousing and Distribution of General Merchandise except goods detrimental to foodstuffs  
Modern construction  
Sprinkler system protection  
Insurance rate 16 1/2 c

**A.D.T. Automatic Burglar System**

Storage in transit privilege on flour, canned goods, paper and paper bags

### Baltimore Forwarding Situation Scored

Charges that the War Shipping Board has never shown the "slightest cooperation" in its dealings with brokers and forwarders of the port of Baltimore, and that "ambitious politicians" have taken business from the local port, have been made by Stevenson Masson, president of the Baltimore Custom House Brokers and Forwarders' Assn. He also is president of the Baltimore Traffic Club.

Unless immediate steps are taken "the mechanical structures and facilities which have made this port famous will be seriously curtailed . . . by the lack of trained longshoremen" who are going into war industries, it was asserted by Masson.

Masson declared that statements made by Walter Connor, a Baltimore broker, in regard to the formation of the Baltimore Forwarding Corp., constituted "an attack on the brokers and forwarders of this port."

Masson asserted the custom house brokers of Baltimore formed a forwarding corporation last Spring, but was dissolved because the war Shipping Administration expected the brokers to bear the responsibility of the corporation and yet take orders from the War Shipping Administration in regard to the management of its affairs.

According to Masson the War Shipping Administration wanted a forwarding corporation in Baltimore "merely . . . to make its score perfect with the forwarders."

According to Masson, the Maritime Commission fought the Bland Act, which according to him was "instigated . . . to bring the forwarding of United States lend-lease shipments back to the hands of Americans . . . and to use the Maritime Commission as a coordinating medium to correlate the confused and conflicting efforts of the Government organizations in Washington . . ."—Ignace.

Keeping the forwarding business alive in the port of Baltimore during the war is the chief purpose of the newly formed Baltimore Forwarding Corp., according to Walter V. Connor, its president. Mr. Connor stated that it is hoped the formation of the corporation will result in a larger amount of lend-lease cargoes being routed through the port of Baltimore.

Mr. Connor said that since the war has produced a situation in which lend-lease furnishes practically the only forwarding business, a failure to get some of that business might find this port without forwarding agents when peace comes and normal shipping business is restored.

According to Mr. Connor, its president, the new corporation, is a private corporation which will operate under a contract with the Federal Government, but without the expectation of making a profit. Any forwarding agent may become a stockholder.

Mr. Connor said Baltimore has been slower than other ports in forming such an organization, because Baltimoreans wanted to make a profit of the business. Organizations similar to that formed, here, have been operating in Boston, New York, Philadelphia, Norfolk, New Orleans, San Francisco and other ports for some months.

Because of the failure to form such a body here the War Shipping Board has not been prejudiced in favor of Baltimore, and it will be a part of the business of the Baltimore Forwarding Corp. to overcome this situation.

Mr. Connor said all details of the forwarding business will be handled by the new body—the picking-up of the freight at its point of origin, its routing to Baltimore, the handling of ocean bills of lading and everything except that which is the special business of the ship agents.—Ignace.

### BALTIMORE, MD.



For Details See Directory Issue  
Distribution and Warehousing

#### BALTIMORE FIDELITY WAREHOUSE CO.

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Baltimore's Most Modern Merchandise Warehouses  
Rail and Water Facilities  
Pool Car Distribution—Storage—Forwarding  
Private Siding Western Maryland Railway

### BALTIMORE, MD.

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Operating Terminal Warehouses on Tracks of

The Baltimore & Ohio Railroad Co.

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Storage—Distribution—Forwarding

Tobacco Inspection and Export—Low Insurance Rates

Consign Via Baltimore & Ohio Railroad

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Household Goods and Merchandise—Storage—Delivery

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Agents: Allied Van Lines . . . Member N. F. W. A.

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Baltimore's Modern Fireproof Warehouse

Your Clients Efficiently Served

All Collections Promptly Remitted

#### MOTOR FREIGHT SERVICE

Household Goods

Pool Car Distribution

Merchandise

Member of N.F.W.A.—Md.F.W.A.—Md.M.T.A.

Agent for Allied Van Lines, Inc.

### BALTIMORE MD.

#### Norman Geipe VAN LINES

& FIRE-PROOF  
STORAGE WAREHOUSES

524 to 534 WEST LAFAYETTE AVENUE

The Most Complete Moving and Storage Organization in Baltimore.

Long Distance Moving to 34 States—Certificate granted—MC-52452.

Tariff-Independent Movers' and Warehousemen's Assoc.

### BALTIMORE, MD.

#### MCCORMICK WAREHOUSE COMPANY LIGHT AND BARRE STREETS, BALTIMORE, MD.

Concrete sprinklered warehouse centrally located. Private siding handling CL shipments via B&O, WM R.R. and PENN R.R. Low storage and insurance rates. Negotiable receipts issued. Pool car distribution. Motor truck service.

### BALTIMORE, MD.

Founded 1893



#### TERMINAL WAREHOUSE CO.

Operating four Modern Warehouses on tracks of Pennsylvania Railroad Company.

Resources \$750,000

Trucking Storage

A.D.T. Watchmen

Financing Pool Car Distribution Bonded Space

Represented by  
Associated Warehouse, Inc., New York and Chicago

ATTENTION  
SHIPPERS

Sometimes storage space is scarce at the plant, and stocks can be scattered at strategic spots throughout the country. Often this is cheaper than building or using valuable factory space.

## BOSTON, MASS.

**CLARK-REID CO., INC.**  
 GEO. E. MARTIN, President  
**GREATER BOSTON SERVICE**  
 HOUSEHOLD GOODS STORAGE—PACKING—SHIPPING  
 OFFICES: 81 Charles St., Boston  
 380 Green St., Cambridge  
 Mass. F.W.A. Code W.A.N.F.W.A. A.V.L.

## BOSTON, MASS.

**CONGRESS STORES, Inc.**

38 STILLINGS ST.  
**GENERAL MERCHANDISE STORAGE**  
 Central Location—Personal Service  
 Pool Car Distribution  
 Sidings on N. Y., N. H. & H. R. R.  
 Protected By A.D.T. Service  
 Member Mass. Warehousemen Assn.

## BOSTON, MASS.

Established 1896  
 PACKING MOVING  
 D.W. **DUNN CO.**  
 STORING SHIPPING  
**COMPLETE WAREHOUSING FACILITIES**  
 CONTAINER SERVICE  
 46 Brimfield St. Member May W. A. 3175 Washington St.

## BOSTON, MASS.

**CHARLES RIVER STORES** **ALBANY TERMINAL STORES**  
 181 Beverly Street 137 Knowland Street  
 Boston and Maine R. R. DIVISIONS OF Boston and Albany R. R.  
**FITZ WAREHOUSE CORPORATION**  
**GENERAL MERCHANDISE STORAGE**  
 Free and Bonded Space -1- Pool Car Service  
 Rail and Motor Truck Deliveries to All Points in New England  
 Represented by **ALLIED DISTRIBUTION INC.** CHICAGO  
 NEW YORK 11 WEST 42ND ST. PHON. 6-0946 1525 NEWBERRY AVE., MOBILE

## BOSTON, MASS.

**Hoosac Storage and Warehouse Company**  
 Lechmere Square, East Cambridge, Mass.  
**FREE AND BONDED STORAGE**  
 A.D.T. Automatic Fire Alarm  
 Direct Track Connection B. & M. R. R.  
 Lechmere Warehouse, East Cambridge, Mass.  
 Hoosac Stores, Hoosac Docks, Charlestown, Mass.  
 Warren Bridge Warehouse, Charlestown, Mass.

## BOSTON, MASS.

**W. A. KELSO** **A. WALTER LARKIN**  
 Pres. Treas. & Mgr.  
**C. F. COWLEY, Asst. Treas.**  
**J. L. KELSO COMPANY**  
 Established 1894  
 General Merchandise Warehouses  
**UNION WHARF, BOSTON**  
 Connecting all railroads via A.D.T. Service  
 Union Freight Railroad Co. Motor Truck Service  
 Member of Mass. W. A.

## BOSTON, MASS.

**MERCHANTS WAREHOUSE CO.**  
**453 COMMERCIAL STREET CAP. 7760**  
 Central Location. Private railroad siding, connected to all railroads.  
 Free and Bonded Storage.  
**A. W. A. M. W. A.**  
 One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

## BOSTON, MASS.

**QUINCY MARKET COLD STORAGE AND WAREHOUSE COMPANY**  
 Incorporated 1881  
 178 Atlantic Ave., Boston, Mass.

**Detroit Warehousemen Form Emergency Association**

The Federal Emergency Warehouse Assn. of Detroit has been formed, consisting of the following: Central Detroit Warehouse Co.; Jefferson Terminal Warehouse; Grand Trunk Warehouse & Cold Storage Co.; United States Warehouse Co.; Edgar's Sugar House, Inc.; American Storage, Inc.; Steel Terminal Co.; Henry & Schram Storage & Trucking Co.; and Michigan Dock Co. Any public warehouseman in Detroit and vicinity is eligible to membership.

The members agree to furnish to the Government public warehouse space, service and facilities, including, among other things, the reception, storage, preservation and handling of carload, truckload or waterborne consignments of Government non-perishable and non-extra-hazardous merchandise, in moderate sized packages, at times and to the extent that the same are desired or needed by any such agency or branches. Each member agrees to make 10 per cent of its total "occupiable space" as "space available" to the Government. The allocation of such Government property for storage to the members shall be made in rotation in the following order—each member shall be entitled to his turn to one car for each 10,000 sq. ft. of total space operated but is not obligated to accept allocation at a rate to exceed one car per day for each 5,000 sq. ft. or fraction thereof of his stated "space available for Government" as set forth in the agreement, provided that no member shall obtain storage in excess of stated "space available for Government" until all members have had an opportunity to fill their stated "space available for Government."

Each member agrees to furnish to the association a performance bond in an amount not exceeding \$1.00 per square foot of contracted space as set forth in the agreement, and in form, and with a surety or sureties approved by the executive committee, appointed by the association, and the Government, guaranteeing the performance and fulfillment of its undertaking and obligations under the agreement, including any liability imposed upon the association by any special provision of any Government contract by reason of default of such member.

A board of directors to direct the business of the association was named composed of one representative from each member. The executive functions of the association are to be performed by an executive committee appointed as follows: President, W. F. Evans, Central Detroit Warehouse Co.; vice-president, A. H. Webster, Jefferson Terminal Warehouse; treasurer, A. B. Pfeleiderer, Grand Trunk Warehouse & Cold Storage Co.; secretary, E. E. Seymour, United States Warehouse Co.; assistant secretary and treasurer, Robert J. Connolly, Edgar's Sugar House, Inc.

The duties of the executive committee include the keeping of records of available storage facilities of the members, receiving of notices from the Governmental agencies of desired warehouse facilities; directing of shipment of consignments to the members; procuring warehouse receipts from the members; delivering same to the contract officers or designated agency of the Government.

Subject to the limitations set forth in the "association agreement," the executive committee shall have the right and power to make such rules and regulations as it deems fit to expedite the handling of merchandise covered by the Agreement.—*Reves.*

**Ill. Mdse. Whse. Group Commemorates 30 Yrs.' Service**

The Illinois Assn. of Merchandise Warehousemen planned to commemorate 30 yrs. of service with fitting ceremonies at the annual business meeting, scheduled for Dec. 10 at the Chicago Athletic Club. Donald G. Horton, executive secretary, in reviewing the past, recalled that the association was organized Nov. 19, 1913. Of the 13 companies represented in the original membership, 6 are still in existence and still members of the organization. Members of the organizing committee included J. Wallace Wakem, S. H. Verrell, Roy C. Griswold and G. M. McConnell. The latter 2 are still active in the Chicago field.

Mr. McConnell was first president and on entering the army in 1917, he was succeeded by Mr. Verrell, who served as the association's war president. A peculiar coincidence, pointed out by Mr. Horton, is that the war president of today is Herbert W. Verrell, son of that earlier war president; also that Mr. McConnell is directing war warehousing activities of the Federal Emergency Warehousing Assn.

The annual meeting program included reports of committees and officers, election of officers and a banquet. Most of the association's activities today, Mr. Horton stated, involve war problems and the service of keeping members in touch with regulations.—*Slawson.*



## BOSTON, MASS.

## WIGGIN TERMINALS, Inc.

50 Terminal St. Boston (29) Mass.  
**STORAGE**

B. & M. R.R.  
 Mystic Wharf.  
 Boston

N. Y., N. H. & H. R.R.  
 E. Street Stores  
 South Boston

## BOSTON, MASS.

ESTABLISHED 1830

## D. S. WOODBERRY CO.

P. O. BOX 122, NORTH POSTAL STATION, BOSTON  
 Largest Pool Car Distribution Specialists for New England  
**TRUCKING & STORAGE**

BOSTON &amp; MAINE R. R. SIDING

## FITCHBURG, MASS.

## BROAD STREET STORAGE

356 Broad St.

IN CENTRAL NEW ENGLAND  
**MERCHANDISE STORAGE**

Brick building, clean, dry, heated, fully sprinklered, automatic fire alarm,  
 low insurance rates.

B &amp; M R.R. siding

## LYNN, MASS.

## LYNN STORAGE WAREHOUSE CO.

154-156 Pleasant St.

The only Fireproof warehouses on the North Shore complete  
 with every facility and private sidings for the storage and  
 distribution of merchandise, automobiles and household  
 goods. 100,000 sq. feet of space.

Distributors—Packers—Shippers—Movers  
 Member N.F.W.A.—Mass. F.W.A.



## NEW BEDFORD, MASS.

## NEW BEDFORD STORAGE WAREHOUSE CO.

MAIN OFFICE — 152 FRONT STREET

Large modern warehouses centrally located in wholesale  
 district—specially constructed for storage, handling and  
 distribution of general merchandise.

Storage and Industrial Space for Rent or Lease  
 Furniture, Storage, Packing and Shipping

Member of NFWA—AVL—American Chain of Whose.



## PITTSFIELD, MASS.

## T. ROBERTS &amp; SONS, INC.

Local and Long Distance Furniture Moving

Fireproof Storage Warehouses  
 Household Goods Storage — Packing — Shipping  
 Merchandise Storage and Distribution  
 Pool Car Distribution

DIRECT R.R. SIDING B. &amp; A. R.R. OR ANY R.R.

## SPRINGFIELD, MASS.

ATLANTIC STATES WAREHOUSE AND  
COLD STORAGE CORPORATION

385 LIBERTY ST.

General Merchandise and Household Goods Storage. Cold Storage for  
 Butter, Eggs, Poultry, Cheese, Meats and Citrus Fruits

B. &amp; A. Sidings and N. Y., N. H. &amp; H. R. R. and B. &amp; M. R. R.

Daily Trucking Service to suburbs and towns within a radius of fifty miles.

Member of A.W.A.—M.W.A.

## SPRINGFIELD, MASS.

F. G. Munroe, Pres. J. G. Hyland, V-Pres.

HARTFORD DESPATCH  
and WAREHOUSE CO., Inc.

214 BIRNIE AVENUE, SPRINGFIELD, MASS.

U. S. Bonded Warehouses . . . Pool Car Distribution . . . Household and  
 Merchandise facilities . . . Private Siding . . . Our fleet covers Connecticut  
 and Massachusetts daily. Warehouses at Bridgeport and Hartford, Conn.  
 Members: NFWA—AWA—ACW—AVL Agents

## SPRINGFIELD, MASS.



## J.J. Sullivan The Mover, Inc.

Fireproof Storage

Offices: 385 LIBERTY ST.

HOUSEHOLD GOODS STORAGE, Packing,  
 Shipping, Pool Car Distribution of All Kinds  
 Fleet of Motor Trucks

## BENTON HARBOR, MICH.

## POOL CAR DISTRIBUTORS

Serving all points in southwestern Michigan and northwestern Indiana. Shipments  
 may be consigned via Michigan Central or Pere Marquette railroads to Benton  
 Harbor as a distribution point.  
 Interstate and Intrastate motor freight common carrier with I.C.C., Michigan,  
 and Indiana certificates.

## MIDWEST TRANSIT LINES

GENERAL OFFICE • 315 NINTH STREET • BENTON HARBOR, MICH.

## DETROIT, MICH.



## Central Detroit Warehouse

Located in the heart of the wholesale and jobbing  
 district, within a half-mile of all freight terminals.  
 Modern buildings, lowest insurance rate in city.

## Michigan Terminal Warehouse

Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered,  
 serving the west side of Detroit and the city of  
 Dearborn. Specializing in heavy and light package  
 merchandise and liquid commodities in bulk. Con-  
 nected directly with every railroad entering the city.

## Central Detroit Warehouse Co.

Fort and Tenth Streets, Detroit, Mich.

## DETROIT, MICH.

## DETROIT STORAGE CO.

Established 54 Years

STORAGE WAREHOUSES  
ALL OVER DETROIT

Local and Long Distance Removals  
 Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard

Telephone Trinity 2-3222





## GRAND TRUNK WAREHOUSE & COLD STORAGE COMPANY

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway



Local, regional and storage-in-transit service, offering every facility known to modern distribution.

New  
Ultra-Modern  
Plant

Trunk Line  
Terminal  
Complete Service

Continent-wide Connections

DETROIT, MICH.

## Henry & Schram Storage & Trucking Company

"The Warehouse of Service"

MERCHANDISE STORAGE—GENERAL TRUCKING  
CAR LOAD DISTRIBUTION



Private Siding on  
Wabash—Canadian Pacific—Pennsyl-  
vania—Pere Marquette Railways

A.D.T. Aero Automatic Fire Alarm and  
A.D.T. Burglary and Fire Protection

"Your Interests Are Always Ours"

1941-63 W. Fort Street  
DETROIT, MICHIGAN

DETROIT, MICH.

Facing the Busiest  
Thoroughfare in

# DETROIT

In this modern fireproof building you can have bright, inexpensive, specially designed offices under the same roof with a complete warehouse and distribution service.

150,000 sq. ft. located on Detroit's busiest thoroughfare. Private siding facilities for 10 cars with free switching from all railroads. Large, enclosed loading dock. Our own trucks make prompt reshipment and city deliveries.

## JEFFERSON

## TERMINAL WAREHOUSE

DETROIT

1900 E. Jefferson Ave.

MICHIGAN

DETROIT, MICH.

## John F. Ivory Stge. Co., Inc.

MOVING—PACKING—SHIPPING  
STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

DETROIT, MICH.

Established 1882

## RIVERSIDE STORAGE & CARTAGE CO.

Cass & Congress Sts., Detroit, Mich.  
Household Goods and Merchandise Storage  
Moving—Packing—Shipping  
Personal Service Guaranteed  
Members — A.W.A. — N.F.W.A. — Allied Van Lines

DETROIT, MICH.

AN ASSOCIATED

Member A.W.A.

In  
Greater  
DETROIT  
THE BEST IS  
★ U.S. ★  
UNITED STATES WAREHOUSE COMPANY  
1448 WABASH AVENUE PHONE RANDOLPH 4730  
DIVISION OF  
UNITED STATES COLD STORAGE CORPORATION  
OPERATING  
United States Cold Storage & Ice Company Chicago  
United States Cold Storage Company Kansas City  
United States Cold Storage Company Dallas  
United States Warehouse Company Detroit

CHICAGO DALLAS DETROIT KANSAS CITY

DETROIT, MICH.

Members N. F. W. A.

## Wolverine Storage Company, Inc.

11850 E. Jefferson Ave.

STORAGE AND MOVING, PACKING  
AND SHIPPING

Agent for Allied Van Lines, Inc.



ATTENTION  
SHIPPERS

Do any of your products require constant temperatures or humidity control? Consult our nearest cold storage warehouse advertiser or a merchandise advertiser that has air conditioning facilities.

## Waterways and Terminals

(Continued from page 54)

ment to New York at the terminal aggregated 36,172 tons.

Since the opening of the navigation season only 5,489,901 bushels of grain were sent from Buffalo compared with about 12,000,000 bushels dispatched for export in the 1941 season.

Early in the year, canal operators expected a curtailment in shipments over the waterway because of submarine activity along the Atlantic Seaboard. Actually, the Westward movement of many commodities, including coffee, sugar, rubber, and petroleum products, has been virtually at a standstill. The pickup in Eastbound traffic particularly in petroleum and sulphur has more than offset declines in Westbound traffic.

Both these commodities used to move Westward, coming from the Southwest to the Atlantic Seaboard for transshipment. Now they move up the Mississippi or come overland in pipeline to the Great Lakes.

Although activity at the Buffalo terminal has exceeded that of last year, the total tonnage for the State Barge Canal system is expected to be under 1941. Canal operators point out that about 50 to 60 barges were removed from the canal during the year and placed in service elsewhere. The removal of these boats from the system caused some delays in prompt movement of commodities.

### Rail Validation on Exports Needed

Exporters are convinced as a result of a New York meeting between them and rail officials that rail validation of the O.D.T. unit permits on commercial export shipments is most desirable to prevent port congestion. Instances were given to prove that such validation is important, especially where sailing schedules of vessels awaiting rail shipments have been cancelled. It was shown that the O.D.T.'s full possession of the facts concerning the rail movement made possible arrangements to have the stopped freight sent to another loading port.

### L.C.I. Embargo on Exports through Los Angeles

The car service division of the Assn. of American Railroads has issued embargo No. 95 applying against shipments of L.C.I. export freight for movement through Los Angeles Harbor, including East San Pedro, San Pedro, Wilmington or Terminal Island. The new embargo is superimposed on Port Embargo No. 50, all requirements of which must have compliance before applying for a permit. Exceptions to port embargo No. 95 include freight for Army or Navy or freight moving on government bills of lading; freight covered by O.D.T. unit permit in the 99 series which are issued only to cover freight moving to storage at the port, which has been previously arranged; and freight covered by O.D.T. unit permits which are validated by A.A.R. (and which are issued to cover L.C.I. shipments of 2240 lbs. or more destined to American republics).

### Export Price Margin

Exporters will be compensated for legitimate expenses incurred in the export of price ceiling goods, according to information brought out at a Nov. 10 meeting in New York. They were told that the O.P.A. is preparing an amendment to its price regulations which would provide compensation for exporters wherever they can show that current price ceilings do not cover legitimate expenses incurred in the export of merchandise. However, the O.P.A. will make every effort to prevent excesses which would be labeled as Yankee Imperialism and to prevent undue diversion of trade into export channels.

### LANSING, MICH.

Established 1919



#### FIREPROOF STORAGE CO.

430-440 No. Larch St., Lansing, Mich.  
Merchandise and Household Goods Storage  
—Modern Fireproof Building—  
Pool Car Distribution—Private Sidings  
P.M.R.R.  
Trucks for Local Deliveries  
Member of A.W.A.—May W.A.



### LANSING, MICH.

Agent for Allied Van Lines, Inc.

#### LANSING STORAGE COMPANY



The only modern fireproof warehouse in Lansing exclusively for household storage.  
**MOTHPROOF FUR AND RUG VAULTS**  
Local and Long Distance Moving  
"WE KNOW HOW"  
440 No. Washington Ave.



#### Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

#### BRANCH HOUSE SERVICE

##### ... AT WAREHOUSE COST

- It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.
- Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.
- Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

#### CENTRAL WAREHOUSE CO.

1840 No. Michigan Avenue

SAGINAW, MICHIGAN

### MINNEAPOLIS, MINN.



A.W.A.—N.F.W.A.—Minn. N.W.A.  
**STORAGE**  
**MDSE. & HOUSEHOLD GOODS**  
**WAREHOUSE CO.**  
617 WASHINGTON AVE., NO.

Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHEN. 6-0067 1525 NEWBERRY AVE. MON332

### MINNEAPOLIS, MINN.



#### MINNEAPOLIS TERMINAL WAREHOUSE CO.

STORAGE — TRUCKING — POOL CAR DISTRIBUTION

New York Chicago

Complete Facilities At The Three Important Centers  
Minneapolis Midway St. Paul

### MINNEAPOLIS, MINN.

BEN KOCH, PRES.

DON ROTHER, T. M.

Packing and forwarding

Local and Long Distance Moving House-hold Goods Storage a Specialty.



*Minneapolis*

**Van & Warehouse Co.**

106 FIRST AVENUE NORTH, MINNEAPOLIS



### MINNEAPOLIS, MINN.

**CENTRAL and COMPLETE FACILITIES**

**NORTHWESTERN TERMINAL CO.**

600 Stinson Blvd.

Member: MINNEAPOLIS N. W. A.

Merchandise warehouse completely sprinkled—State Bonded. Pool cars distributed. Close to metropolitan Minneapolis and St. Paul, Northwestern Terminal places at your disposal 20 trucks, 15 tractors and 50 semi-trailers—complete motor equipment.

**Minneapolis**





## A COMPLETE WAREHOUSING SERVICE

Merchandise Storage — Cold Storage  
Pool Car Distribution  
Industrial Facilities

Situated in the Midway, the center of the Twin City Metropolitan area, the logical warehouse from which the Twin Cities and the Great Northwest can be served from one stock, with utmost speed and economy. No telephone toll charge to either city.

### CENTRAL WAREHOUSE COMPANY

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Represented by DISTRIBUTION SERVICE, INC.  
210 E. N. Water St. CHICAGO 2 Broadway NEW YORK CITY 825 Third St. SAN FRANCISCO  
Phone: Superior 7180 Phone: Phone: Sutter 3461  
BOWling Green 9-0986

ST. PAUL, MINN.

A.W.A.—N.F.W.A.—Minn. N.W.A.

**Kedney** STORAGE  
MDSE. & HOUSEHOLD GOODS  
**WAREHOUSE CO.**  
8th and John Sts.

Represented by  
NEW YORK ELIUD DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PHOEN. 6-0067 1513 NEWBURY AVE. MONSIEUR

JACKSON, MISS.

**RICKS STORAGE CO.**  
BONDED WAREHOUSEMEN  
Complete Warehouse Facilities for Storage and Distribution  
MERCHANDISE  
Experienced Organization and Equipment for  
MOVING, PACKING and STORING  
HOUSEHOLD GOODS  
Modern Buildings, Sprinklered, Private Siding ICCR Co.  
Low Insurance Rate  
MOTOR TRUCK SERVICE

JOPLIN, MO.

**SUNFLOWER LINES, INC.**  
Successors to Tennesse Transfer & Storage Co.  
1027-41 Virginia Ave. Joplin, Mo.  
Distribution and storage of merchandise  
Fireproof warehouses—Motor van service  
On railroad siding—Lowest Insurance rates  
**PACKING—STORAGE—SHIPPING**  
Agent for Greyvan Lines, Inc.

KANSAS CITY, MO.

In Kansas City  
**it's the A-B-C FIREPROOF WAREHOUSE CO.**  
Distribution Cars are so handled as to  
carefully safeguard your own interests  
and those of your customers.  
Three Fireproof Constructed Warehouses  
Member of N.F.W.A. Agents, Allied Van Lines, Inc.

KANSAS CITY, MO.

Merchandise Storage - Low  
Insurance Rates - Pool Car  
Distribution - Freight For-  
warders and Distributors  
via rail or daily motor ser-  
vice to entire Southwest.

**ADAMS**  
TRANSFER & STORAGE CO.  
"Surrounded by the Wholesale District"  
UNION TRUCK TERMINALS  
228-236 West Fourth St.

MEMBER OF  
American Warehousemen's  
Association • American  
Chain of Warehouses •  
Trade Club • Chamber  
of Commerce

KANSAS CITY, MO.

Established 1880  
**CENTRAL STORAGE CO.**  
Efficient, Complete Merchandise Warehousing Service  
Office—1422 ST. LOUIS AVE.  
(West 10th Street)  
In Center of Wholesale and Freight House District

## Export Split Deliveries

Reaffirmation of its earlier recommendation for a reduction in split delivery privileges on carload freight for export as a lighterage conservation measure has been made by the General Managers Assn. of the New York harbor terminal railroads. The Freight traffic managers committee, it is stated, has been advised that after reviewing the extensive record of opposition to the rail suggestion on split delivery privileges the railroads see no reason to modify their original proposal. This calls for one free delivery out of each carload and 2 additional deliveries at a charge of \$15 each.

The rail carriers last May revised their split delivery rules on export freight to New York from the basis of 2 free deliveries and an unlimited number of additional deliveries of 3% cents per 100 lbs. to a basis of 2 free deliveries out of each car and a limit of 3 additional deliveries at 3% cents. In July the rail carriers concluded that a further conservation of lighterage equipment at New York harbor was needed to enable meeting war traffic demands. Consequently, they docketed a proposal to make a further change in the export freight split delivery rules by limiting the free delivery rules by limiting the free delivery out of each car to one and permitted only 2 additional deliveries at 3% cents per 100 lbs. This proposal brought opposition from the Port of New York Authority, the National Industrial Traffic League and others. The General Managers Assn. was called in to decide and the above is the result.

## Will Meet 24 Million Ton Goal in Ships

Rear Admiral Emory S. Land, chairman of the United States Maritime Commission and head of the War Shipping Administration, stated Nov. 12 in his presidential address before the 50th annual meeting of the Society of Naval Architects and Marine Engineers, held at the Waldorf Astoria, New York City, that 8,000,000 tons of ships in 1942 and 16,000,000 tons in 1943, the goals set for the country by President Roosevelt, will be delivered on schedule. Destroyers completed, he stated, have averaged 12½ mos. in building time as against 23 mos. in 1940, and 15 mos. in 1941.

As regards the Liberty vessels, as of March 1 the average time on the ways from keel-laying to launching was 149 days and the average time of outfitting from launching to delivery was 78.8 days. This average has been reduced late in October to 48.5 days on the ways and 15.9 days for outfitting, a total of 64.4 days from keel-laying to delivery. (News arrived at the convention that the Robert E. Peary was launched on Nov. 12 by the Kaiser shipbuilding plant at Richmond, Cal., in 42/3 days, after the first section of the keel had been laid. This would mean less than 8 days from keel laying to delivery. The ship was constructed in its entirety in large sections, such as the 84-ton midships deckhouse unit, before the keel laying was started. Once completed, these sections were stored near the ways for ready accessibility. Because of this, it is impossible to estimate the time taken to fabricate the ship.)

## New Seattle Piers

Two new piers, one 1,000 ft. long and 400 ft. wide, and the other the same width but 500 ft. in length, are to be constructed on the old Skinner and Eddy tract near Connecticut and Dearborn Streets, Seattle, Wash. The Port Commission will build one pier of its own design and the Army the other, the design of which will be modified to provide for future commercial use while retaining essential military loading characteristics.—Haskell.

(Please resume your reading on page 34)

KANSAS CITY, MO.



**CROOKS TERMINAL WAREHOUSES**

Financing  
"Kansas City's Finest Warehouses"  
A.D.T. BURGLAR ALARM  
LOWEST INSURANCE RATES  
COOL ROOM FACILITIES  
BEST RAILROAD FACILITIES  
IN THE HEART OF THE FREIGHT  
HOUSE AND WHOLESALE DISTRICT  
Operating  
Brokers' Warehouse, Security Ware-  
house, Terminal Warehouse

KANSAS CITY, MO.

**STORAGE  
AND  
DISTRIBUTION**



300,000 sq. ft.  
Trackage on  
three railroads  
Truck docks—  
Low Insurance

**Merchandise Warehouses, Inc.** ST. LOUIS AVE.  
& MULBERRY ST.

KANSAS CITY, MO.

Established 1903

POOL CAR TERMINAL—Spacious, enclosed, sheltered loading  
Dock, facing wide Street in Wholesale and Shipping District on  
B&O-Alton Railroad siding.

**MERCHANDISE STORAGE — GENERAL CARTAGE**

Sprinklered—A.D.T. — Fleet modern Equipment

**THE ONLY WAY TRANSFER & WAREHOUSE CO.**

1400-10 St. Louis Avenue

ST. LOUIS, MO.

**RUTGER STREET  
WAREHOUSE, INC.**  
MAIN & RUTGER STS.

A.D.T. Burglar & Sprinkler Alarms.  
200,000 Sq. Feet of Service  
BONDED Low Insurance

Merchandise Storage and  
Distribution.

Track Connections with All  
Rail and River Lines.

Offices:

New York  
Murray Hill 9-7645

Chicago  
Randolph 4458



**AMERICAN WAREHOUSEMEN'S ASSOCIATION**

*In the Heart  
of St. Louis  
Industrial and  
Wholesale Districts*



Compare the FACTS of our service point  
by point with those of any other warehouse  
before you buy warehousing service in St.  
Louis.

Warehouse facilities, switching, location,  
protection, special space, cleanliness, switch-  
board, order dept., stock control, and a  
dozen other features are the reasons for our  
reputation and growth - - -

"Service That Excels"

Send for complete folder

**ST. LOUIS TERMINAL WAREHOUSE CO.**



**GENERAL OFFICES**

826 CLARK AVE.  
ST. LOUIS, MO.  
MAIN 4827

NEW YORK OFFICE  
250 PARK AVENUE  
PLAZA 3-1235

CHICAGO OFFICE  
53 W. JACKSON  
HARRISON 1400



**AMERICAN WAREHOUSEMEN'S ASSOCIATION**

**Tyler Warehouse & Cold Storage Co.**  
**Merchandise and Cold Storage**

Unexcelled service at lower rates

**Pool Car Distribution and Forwarding**

200 Dickson St.

St. Louis, Mo.

Member of A.W.A.—Mo.W.A.—St.L.M.W.A.

SEDALIA, MO.

Owner Manager Responsibility

**MIDDLETON STORAGE**

118 N. Lamine St. Phone 946 Sedalia, Missouri



Household Goods and Commercial  
Storing, Moving, Crating, Packing  
and Shipping.

Local and Long Distance Hauling  
Pool Car Distribution Private Switch



**COMPACT**

• A one-word description of our modern ware-  
housing facilities—large enough to meet the requirements  
of any shipper, yet so compactly organized that all the  
usual annoying details of wide-spread organizations are  
eliminated.

Even the city is compact, when viewed from our location  
—all the important business districts can be reached in  
15 minutes. We operate a continuous distribution ser-  
vice, city wide and county coverage, with an up-to-the-  
minute fleet of motor trucks.

Consign cars to yourselves in our care via any  
railroad entering the city. Terminal Railroad  
Association delivery: Reciprocal Switching.

**S. N. LONG WAREHOUSE**  
ST. LOUIS, MO.

**USE  
LONG SERVICE**  
from shipper  
to market

**COMPACT  
COMPLETE  
COMPETENT**

## HASTINGS, NEBR.

MEMBER 1876 1942

**BORLEY'S**

Storage & Transfer Co., Inc.

Pool Car Distribution

FIREPROOF BONDED  
STORED OR SHIPPED

## LINCOLN, NEBR.

1889 53 Years of Continuous Service 1942

Merchandise and Household Storage—Pool Car Distribution

We operate Thirty Trucks and have connections to all points in the State. Our buildings are clean, both Fire and Non-Fireproof, located on the lines of the C. B. & Q.—Mo. Pacific and Union Pacific with all other lines entering either city, absorbing switching.

We are Bonded by the State—Our Rates are reasonable. We solicit your business and guarantee satisfaction. Investigation invited.

**SULLIVANS**

Transfer & Storage Co. Lincoln, Nebr. 301 N. 8th Street

Grand Island Storage Co. Grand Island, Nebr. 311 W. 4th Street

## OMAHA, NEB.

**FORD**

STORAGE & MOVING COMPANY

1024 Dodge Street Omaha, Nebraska

Omaha's most modern, centrally located warehouse. Fireproof construction—Fully sprinklered—Low Insurance. Sidings on I.C. R.R. and U.P. R.R. U. S. Customs Bond. General Merchandise—Cooler Storage—Household Goods Storage. Also operate modern facilities in Council Bluffs, Iowa. Our own fleet of trucks for quick deliveries.

Member of N.F.W.A. and A.W.A.

Represented by **ALLIED DISTRIBUTION INC.** CHICAGO  
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Member **AMERICAN WAREHOUSEMEN'S ASSOCIATION**

**GORPON**

Storage  
Warehouses, Inc.

*Merchandise and Household Goods*

Four modern, sprinklered warehouses, located on trackage. We handle pool cars, merchandise and household goods. Trucking service. Let us act as your Omaha Branch.

Main Office, 702-12 So. 10th St., OMAHA, NEBR.  
Member: A.W.A.—N.F.W.A.  
Agents for Allied Van Lines, Inc.

## OMAHA, NEB.

Member: American Chain of Warehouses, Inc.

**KNOWLES STORAGE CO.**

901-911 Davenport St.

MERCHANDISE — HOUSEHOLD GOODS

Complete Warehousing and Distribution Service.

Fireproof Building . . . Trackage . . . Motor Trucks

## OMAHA, NEB.

802-812 Leavenworth Street

**MOREWOOD WAREHOUSE**

Exclusive Merchandise

Complete Distribution—Storage Facilities

## MANCHESTER, N. H.

Make Our Warehouse Your Branch Office for Complete Service in New Hampshire

**McLANE & TAYLOR**

Bonded Storage Warehouses

Offices 624 Willow St.

General Merchandise Storage & Distribution, Household Goods, Storage, Cold Storage, Unexcelled Facilities.

Pool Car Distribution

Direct R. R. Siding, Boston & Maine R. R.

## NASHUA, N. H.

Manchester, N. H. — Concord, N. H.

**JOHN W. McLAUGHLIN**

Bonded Fireproof Storage

OFFICE — 9 OTTERSON ST. — WAREHOUSE

Household Goods & Fur Storage

Moving—Packing—Shipping—Rigging

## JERSEY CITY, N.J.

On the Hudson River Directly Opposite New York City

**HARBORSIDE WAREHOUSE COMPANY, Inc.**

Tel. Bergen 4-6000 Thirty-four Exchange Place Established 1933

R. B. M. Burke, V.-P. Executive and Sales

Jos. H. Sauter, G. M. Office: 66 Hudson St.

John J. Mahoney, T. M. New York, New York

Phone: Barclay 7-5600

**FACILITIES**—3 units—fireproof, brick, and concrete. Private siding, Penna. R.R. connecting with all roads entering city. Merchandise Stge.—mfg. and office space 1,650,000 sq. ft.; sprinkler; automatic fire alarm; ins. rate .099; rail siding—20-car capacity; platform capacity—40 trucks. Cold Stge.—coolers 1,608,000 cu. ft.—freezers 1,182,000 cu. ft.—total 2,790,000 cu. ft., convertible; automatic fire alarm; ins. rate .64; brine refrigerator system; temp. range 0 to 50° F.; cooler room ventilation; humidity control; 20-truck platform; rail siding 16-car capacity. Water Dock Facilities—waterfront dock 600 ft.; draft min. 21 ft.; also pier berth 600 ft.; bulkhead draft 25-30 ft.

**SERVICE FEATURES**—Free lighterage, pool car distribution. Rental of office space. Storage-in-transit. All perishable products accepted for cold storage. Free switching on certain perishable products. Bonded space available. American Export Line steamers dock at piers adjacent to warehouse. Consign rail shipments to storer c/o Harborside Warehouse Co., Jersey City, Pennsylvania R.R., Henderson Street Station D.I.Y.

**ASSNS.**—A.W.A. (Cold Stge. Div.); W. A. Port of N. Y.; Mar. Assoc.; N. Y. Mer. Exch.; Com. & Ind. Assoc. N. Y.; Jersey City C. of C.

## NEWARK, N. J.

MEMBER: N.J.F.W.A. and N.F.W.A.

**PACKING! MOVING! STORAGE!**

dependable since 1860

**KNICKERBOCKER**

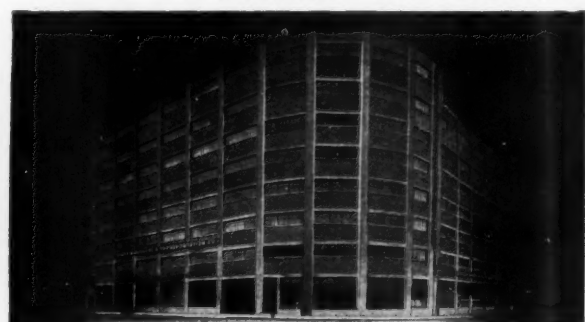
STORAGE WAREHOUSE COMPANY

96 to 106 ARLINGTON STREET 74 to 76 SHIPMAN STREET

Wm. R. Mulligan, Pres. James E. Mulligan, Sec'y and Mgr.

Member **AMERICAN WAREHOUSEMEN'S ASSOCIATION**

"KEEP UP WITH THE MODERN DAY  
... DISTRIBUTE THE LEHIGH WAY"



"LEHIGH WAREHOUSE offers an all-inclusive responsibility for complete distribution within this vast industrial area of 26,000,000 people. Twenty years serving the largest nationally known manufacturers proves a sound, progressive organization of distribution specialists."

**FACILITIES**

**NEWARK—MAIN OFFICE**—98-108 FREELINGHUYSEN AVE.—250,000 sq. ft. Fireproof reinforced concrete and steel const. Floor load, 250 lbs. Sprinkler sys.; A.D.T.; Watchman; Ins. rate, 6.4¢. Siding on Lehigh Valley; and switching to and from Penn. R.R. Cap., 10 cars. Sheltered motor plat.; Cap., 20 trucks.

**ELIZABETH—BRANCH**—829 NEWARK AVE.—1,000,000 sq. ft. Fireproof, reinforced concrete const. Floor load, 250 lbs. Sprinkler sys.; local alarm sys.; Watchmen; Ins. rate, 8¢ up to 16.7¢. Siding on Penn. R.R. Cap. 30 cars. Sheltered motor plat.; Cap., 30 trucks.

**SERVICE FEATURES**—Bonded; Licensed, U.S. Whs. Act.; U.S. Int. Rev.; U.S. Cust.; State. All employees bonded. Pool car distributors. Motor terminal and transport service; Company operated fleet of motor trucks covering the Metropolitan area with a regular delivery service; Licensed and bonded trucks maintained to transport liquor and imported merchandise. Special trucks and crews for delivery and installation of electric refrigerators, washing machines, etc.

President *Ant. J. Lehigh*

Established 1919

**LEHIGH WAREHOUSE**

AND TRANSPORTATION CO., INC.



## Air Cargo—Its Handicaps and Its Future

(Concluded from page 58)

changed by the possibilities of speedier transportation by air. In these changes the public warehousemen are bound to have a part as they have in all the improvements in distribution which have taken place in the past. The airlines will not haul coal, iron ore, lumber, live stock, cotton, cement, or many other products which account for the bulk of railroad freight traffic. There is also an enormous local and short-haul tonnage for which the airlines cannot compete with either trucks or railroads.

"This war is inevitably going to result, when it is over, in a tremendous development of all kinds of air transportation. Unlike the first World War which gave us, at its end, planes that were of no real commercial value, this war, particularly with its recent emphasis on air cargo development, will leave us with a large number of really useful aircraft, many of which could at once go into some sort of commercial activity. If adopted, the recommendations of the War Production Board's Air Cargo Committee can give post-war air cargo operations something to work with from the minute peace is declared. These recommendations are largely secret, but it is said they are sensational.

"The airlines of the country, now in existence or which will hereafter be authorized to carry mail, passengers and cargo are the logical operators of air cargo services. Such lines can develop cargo as a part of their commercial transport operations at less cost. It would not be in the interest of the public, the shippers and receivers of air cargo, or the airline system of the United States to set up duplicate services."

(Please resume your reading on P. 25)

## Factories on the Move

(Continued from page 36)

dale Ave., Newark, N. J., consisting of a 2-story structure, totaling about 57,000 sq. ft. of floorspace. New owner will improve and equip for new branch plant.

J. W. Hurst & Sons, Norfolk, Va., manufacturers of army tents and other canvas products, has leased one-story building on S. Main St., Emporia, Va., and will equip at once for new branch plant for production for Government. Equipment and facilities will be provided for employment of about 75 persons.

Pilot Products, Inc., 72 Fifth Ave., New York, manufacturer of machine tool parts, etc., has leased a floor in building at 202 E. 44th St., and will occupy for expansion.

Atlas Imperial Diesel Engine Co., Oakland, Cal., manufacturer of Diesel engines and parts, will establish plant in Illinois (exact location withheld) for production for Government. Cost estimated over \$100,000, with financing provided by Defense Plant Corp., Washington, Federal agency.

Standard Cap & Molding Co., Inc., 307 S. Eaton St., Baltimore, Md., manufacturer of bottle caps and kindred products, has approved plans for new one-story warehouse on neighboring site. Cost reported over \$25,000, with equipment.

H. K. Ferguson Co., Hanna Bldg., Cleveland, engineer and contractor, will build a new detinning plant in Chicago, for Government, consisting of a group of 7 one

### NEWARK, N. J.

Member of N.J.W.W.A.

## Newark Central Warehouse Co.

General Offices: 110 Edison Place, Newark, N. J.

In the heart of Newark—serving New Jersey and the entire Metropolitan Area. Sprinklered—low insurance rates. Central R.R. of N. J. 30 car siding, 25 motor truck delivery platform. Motor Freight Terminal. Merchandise automobile storage—branch office facilities.

POOL CAR DISTRIBUTION

Represented by ALLIED DISTRIBUTION INC. CHICAGO  
NEW YORK 11 WEST 41ST ST. PH. 6-0367 1313 NEWBURY AVE. MON. 338

### PATERSON, N. J.

## Industrial Warehouse & Storage Co.

Specializing in Textile Warehousing

8 Morris Street, Paterson, N. J.  
220 Straight Street, Paterson, N. J.

Sprinklered throughout—watchman service—fire-proof buildings  
Rail and truck facilities—North, South, East, and West  
Telephones: Sh 2-1916-7-8 Ch 4-5616-7 N. Y. Office: 450 7th Ave.

### PATERSON, N. J.

Established 1896

## ROBERT H. McDONALD CO.

General Offices: 156-21ST AVE.

General Merchandise Storage and Distribution for Northern New Jersey

Specializing in the distribution of canned merchandise to wholesale grocers

Pool Car Distribution—R. R. Siding D., L. & W. R. R.

### ALBUQUERQUE, N. M.

## SPRINGER TRANSFER COMPANY ALBUQUERQUE

Operating the Only Fireproof Storage Warehouse in New Mexico

Complete and efficient service in distribution, delivery or storage of general merchandise or furniture.

Member of N.F.W.A.—A.W.A.

### ALBANY, N. Y.

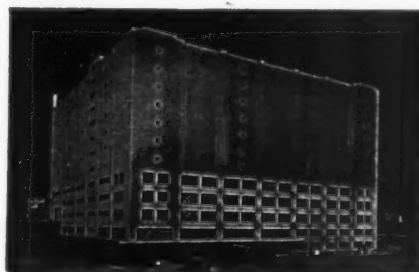
## Albany Terminal & Security Warehouse Co., Inc.

Main office: 1 Dean Street

Storage for every need. Pool cars a specialty. Available storage space for rent if desired. Direct track connections with all railroads running into Albany.

Member American Warehousemen's Association

### ALBANY, N. Y.



## CENTRAL WAREHOUSE CORPORATION

Colonie and Montgomery Sts., Albany, N. Y.  
Telephone 3-4101

### ALBANY, N. Y.

## JOHN VOGEL Inc.

FIREPROOF WAREHOUSES  
OFFICES, 11 PRUYN ST.

HOUSEHOLD GOODS - STORAGE AND SHIPPING.  
FLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS  
POOL CAR DISTRIBUTION OF MERCHANDISE  
YOUR ALBANY SHIPMENTS CAREFULLY HANDLED  
Collections promptly remitted

## BROOKLYN, N. Y.



**EMPIRE STATE WAREHOUSES COMPANY**  
ABSOLUTELY FIREPROOF WAREHOUSES

## GENERAL MERCHANDISE STORAGE

Specializing in Food Products  
Offices: 390-398 Nostrand Avenue, Brooklyn, N. Y.  
10 Giant Floors. Modern Loading and Unloading Facilities.

## BROOKLYN, N. Y.

## Warehousing and Distribution

- Reinforced Concrete Buildings
- Heavy Floor Loading Capacity
- Insurance 5c. Base Rate
- Connecting Rail Facilities

## HORSTMANN WAREHOUSE &amp; TRUCKING CORP.

379—38th St., Brooklyn, N. Y.

South 8-4633-4

## BROOKLYN, N. Y.

## LEHIGH WAREHOUSE &amp; TRANSPORTATION COMPANY, INC.

Albert B. Drake, President Established 1919  
BROOKLYN WAREHOUSE — 184-198 Kent Avenue, Brooklyn, N. Y.  
250,000 square feet reinforced concrete and steel construction. Floor load 250 lbs.  
Sprinkler system A.D.T. Watchman. Insurance rate 7.2c. Private siding  
S.E.D.T.R.R. switching to and from all lines entering N. Y. Harbor. Capacity  
40 cars. Motor truck platform capacity 20 trucks.  
SERVICE FEATURES—U. S. Customs Bonded. Pool car distributors, Motor  
Terminal and transport service; fleet of motor trucks serving metropolitan area  
daily—licensed and bonded trucks maintained to transport liquors and imported  
merchandise. Dry storage and temperature controlled rooms. Dock facilities for  
lighters and barges. See Newark, New Jersey for additional facilities

## BROOKLYN, N. Y.

Established 1860



## Peter F. Reilly's

Fireproof Warehouses  
491-501 Bergen St.

"First Moving Vans in America"

Modern Depository for the Storage of  
Household Goods

## BUFFALO, N. Y.

## ACCEPTANCE WAREHOUSE CO.

General Offices—166-182 Chandler St.



General Merchandise Storage and Distribution  
Refrigerated Rooms

Fireproof, Sprinklered, Watchman's Service  
New York Central Siding 5 Cars—Loading Dock 18 Trucks

## BUFFALO, N. Y.

## GENERAL MERCHANDISE STORAGE—DISTRIBUTION

RAIL-LAKE-CANAL  
TERMINALSINTERIOR WAREHOUSES  
100% HEATED—SPRINKLERED

600,000 SQUARE FEET

100 CAR SIDINGS

ERIE—NYC—BFLD CREEK RR

STEVEDORE  
CONTRACTORSHEATED SPACE  
OFFICES—MANUFACTURING

## BUFFALO MERCHANDISE WAREHOUSES, INC.

1200 Niagara St.

BUFFALO, NEW YORK

## BUFFALO, N. Y.

## Economical Storage and Shipping

## KEYSTONE WAREHOUSE CO.

SENECA AND HAMBURG STREETS, BUFFALO, N. Y.

Served by Great Lakes Transit Corp. Steamers,  
N. Y. Barge Canal Lines and all R. R's.  
Capacity 50 cars daily. Pool car distribution.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

and multi-story buildings. Cost estimated close to \$2,000,000. Work is scheduled to begin soon.

Essex Wire Corp., 1042 Folsom St., San Francisco, manufacturer of electric wires and cables, plans new plant in Southern part of State (exact location withheld), consisting of several large buildings. Cost reported over \$500,000. Main offices of company are at 14310 Woodward Ave., Detroit.

L. Getraer & Co., 136 W. 22nd St., New York, whole sale paper, have purchased 6-story building at 15 Frankfort St., formerly used as a printing plant, and will improve and occupy for expansion.

Circle Desk Co., Inc., 691 Third Ave., New York, office furniture, has leased building at 629 Third Ave. and will occupy for storage and distribution.

Clearview Equipment & Mfg. Co., 3000 Chouteau Ave., St. Louis, Mo., manufacturer of sandblast and other mechanical equipment, has purchased one and 2-story industrial buildings at 1312 and 1318-20 S. Grand Blvd., respectively, totaling about 18,000 sq. ft. of floorspace, and will remodel and equip for expansion with removal of present works to new location.

Shofner Iron & Steel Works, 2770 N. W. Yeon St., Portland, Ore., has plans under way for new plant in Oregon (exact location withheld), consisting of several large one- and multi-story buildings, for production for Government. Cost estimated about \$1,250,000, with financing provided by Defense Plant Corp., Washington, D. C., Federal agency.

Gray Tool Co., 6102 Harrisburg Rd., Houston, Tex., manufacturer of tools and mechanical equipment, plans new one-story plant on N. MacGregor St., for large increase in present capacity. Cost reported over \$45,000, including equipment.

Carl Sawyer Steamship Agency, P. & O. Docks, Miami, Fla., plans one-story storage warehouse for company service at N. E. 7th St., and waterfront. Cost reported close to \$17,000.

McDonnell Aircraft Corp., Lambert-St. Louis municipal airport, St. Louis, Mo., manufacturer of airplanes and parts, has leased building at Pine and 18th Sts., totaling about 240,000 sq. ft. of floorspace, previously used as a commercial garage, and will remodel and equip for new branch plant.

X-Ray Mfg. Corp. of America, Inc., 2 Stanton St., New York, manufacturer of X-ray machines and parts, has purchased 5-story building at 222-24 Bowery, heretofore owned by Young Men's Christian Assn., and will remodel and occupy for expansion.

Tatterschall, Inc., 515 S. Wells St., Chicago, whole sale paper, has leased entire floor in building at 701-03 S. LaSalle St., and will occupy for storage and distributing plant, and company headquarters. Building at first noted address will be razed for Congress St. development.

Land O'Lakes Dairy Co., 2201 Kennedy St., N. E., Minneapolis, Minn., a subsidiary of Land O'Lakes Creameries, Inc., same address, will begin work soon on new one and 2-story branch plant at Brainerd, Minn., to be equipped as a milk dehydrating unit. Cost close to \$175,000, with machinery.

(Continued on page 81)

**BUFFALO, N. Y.**

# Knowlton Warehouse Co.

50 Mississippi Street, Buffalo, N. Y.

**POOL CAR DISTRIBUTION  
MERCHANDISE STORAGE  
PRIVATE SIDING**

**BUFFALO, N. Y.**

*Let us care for your needs in Buffalo*

# LARKIN WAREHOUSE INC.

**BUFFALO, N. Y.**

Specializes in handling pool cars. Lowest insurance rates. Stores autos and general merchandise. No cartage on railroad shipments.

**GOVERNMENT BONDED WAREHOUSE**

**ELMIRA, N. Y.**

# A. C. RICE STORAGE CORP.

2—WAREHOUSES—2

**MERCHANDISE—HOUSEHOLD GOODS**

**Pool Cars—Truck and Van Service**

MEMBER

AWA—NFWA—ALLIED VAN LINES

**FLUSHING, L. I., N. Y.**

Established 1909

# Flushing Storage Warehouse Company

135-28 39th Avenue, Flushing, N. Y.

**Fireproof Warehouses**



Moving, Packing, Storing and Shipping of Household Goods and Office Equipment. 10 blocks from L. I. Railroad Corona Freight Station. Serving Jackson Heights, Elmhurst, Corona, Whitestone, College Point, Bayside, Douglaston, Great Neck, Little Neck, Port Washington, Manhasset, Hempstead, Garden City.

Members of the A.V.L.—N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.

**HEMPSTEAD, L. I.**

**HARRY W. WASTIE—Vice-Pres. & Gen. Mgr.**

# HEMPSTEAD STORAGE CORP.

**GENERAL OFFICES, 237 MAIN STREET**

Branch Warehouse No. 2—209 Nassau Road, Roosevelt, L. I.

**FIREPROOF STORAGE WAREHOUSES**

For household goods, merchandise, Pool car distribution.

Storage for furs, clothing, etc.

Local and Long Distance moving. Serving all of Long Island.

Member of N.F.W.A.—N.Y.F.W.A.—N.Y.S.W.A.—L.I.M.S.A. Agents for Allied Van Lines, Inc.

**BUFFALO, N. Y.**

# LEDERER TERMINALS

... HAVE SOMETHING IN STORE for you ...

LOCATED IN NIAGARA FRONTIER FOOD TERMINAL

**BUFFALO, N. Y.**



# LEONARD WAREHOUSES

Member  
N.F.W.A.—  
Mayflower  
W.A.

**Offices—163 Georgia St.**

Household Furniture—Storage and Removals—Local, Long Distance—Special Storage and Handling of Electrical Appliances for Merchandising Purposes.

**KEW GARDENS, L. I., N. Y.**

Telephone, Republic 9-1400

# Kew Gardens Storage Warehouse, Inc.

**Motor Vans, Packing, Shipping**

**Fireproof Storage Warehouse**

9330 Van Wyck Boulevard at Atlantic Ave.

Richmond Hill, N. Y.

**NEW ROCHELLE, N.Y.**

Moving, Packing Storing, Shipping

MEMBER



# O'Brien's Fireproof Storage Warehouse, Inc.

Packers and Shippers of Fine Furniture and Works of Art

Also Serving

New Rochelle, Pelham, Larchmont, Mamaroneck, White Plains, Scarsdale, Hartsdale. Send B/L to us at New Rochelle.

**NEW YORK, N. Y.**

# Audubon

**Fireproof Storage Warehouse, Inc.**

**Moving—Packing—Shipping**

**Long Distance Removals**

154 W. 230th St. Members of N.F.W.A.

Agent for Allied Van Lines, Inc.

**NEW YORK, N. Y.**

**Fireproof Storage Warehouses**



# Dunham & Reid Inc.

The storing, packing, moving and shipping of Household Goods and Art objects is attended to on a basis of quality. Dunham & Reid Service surrounds the shipper at all times with a greater margin of Safety and Security. Low insurance rates. Prompt remittances. Located in the heart of New York.

216-218 East 47th Street New York City  
Members of N. F. W. A., N. Y. F. W. A., V. O. A.

**NEW YORK, N. Y.**

**PERTH AMBOY, N. J.**

# HARRIS WAREHOUSES, INC.

246 South St., New York City

Est. 1900

**Stipulated Chemical Warehouses  
Merchandise Storage & Pool Car Distribution  
Consign Shipments via any railroad**

**BUFFALO, N. Y.**

# Salesminded

# THE MARKET TERMINAL WAREHOUSE

Schoellkopf & Co., Inc.

102 Perry St.

**BUFFALO, N. Y.**

# GENERAL MERCHANDISE—COLD STORAGE WAREHOUSE

Cargo-Handling  
Rail-Lake and Barge  
Terminal  
96 Car Track  
Capacity  
1500 Feet Private  
Dock



Financing—  
Distribution  
Auto Dealers  
Warehousing  
Service  
Office and  
Factory Space

# TERMINALS & TRANSPORTATION CORPORATION

275 FUHRMANN BLVD. BUFFALO, N. Y.

**BUFFALO, N. Y.**

# WILSON WAREHOUSE, INC.

Gen. Offices: 290 Larkin St.

**General Merchandise Storage and Pool Car Distribution**  
Fireproof Buildings Low Insurance rate. N.Y.C. Siding Branch office facilities.

Represented by  
ALLIED DISTRIBUTION INC.  
NEW YORK 11 WEST 42ND ST. PHON 8-0048 CHICAGO 1525 NEWBERRY AVE. MON 5531



## NEW YORK, N. Y.

## SERVING THE NEW YORK MARKET

There is no problem in Warehousing and Distribution which we cannot work out satisfactorily with the shipper. We have advantages in location and in equipment which enables this company alone to do certain things which cannot be done elsewhere.

We invite your correspondence on any or all features of our Warehousing—Distribution—Trucking Service—Field Warehousing.

## Independent Warehouses, Inc.

General Offices: 415-427 Greenwich St., New York

Represented by  ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. PENN. 6-0967 1525 NEWBERRY AVE. MON. 5331

## NEW YORK, N. Y.

## KAY MOVING SERVICE, INC.

2464 Amsterdam Ave., New York City

Household Goods Storage



2 Warehouses, brick & concrete construction  
Pool Car Distribution—Commercial—  
Industrial and Long Distance Moving  
Member of N.A.W.A.—N.Y.S.W.A.—U.N.Y.W.A.

## NEW YORK, N. Y.

SERVICE—EFFICIENCY—CLEANLINESS

## L. &amp; F. STORES, INC.

GENERAL STORAGE WAREHOUSES

15-17-19 WORTH ST.

Merchandise Distribution

LOUIS MAURO

Bonded Truckmen and Forwarders

Phone Walker 5-9253



## LACKAWANNA

WAREHOUSE COMPANY, INC.

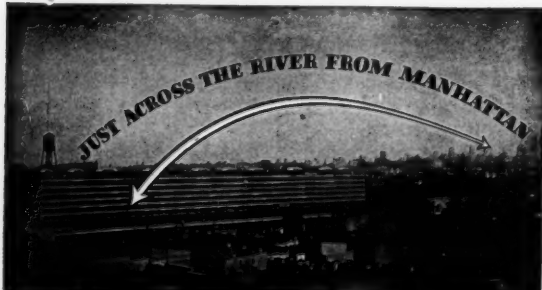
JERSEY CITY, N. J.

(Two blocks from tunnel plaza)

Over 1,000,000 sq. ft. of light, well ventilated space carrying a 6¢ insurance rate. Over 1000 ft. of truck platform served by 24 modern freight elevators and a fleet of high speed electric trucks.

Sheltered D.L.&W. R.R. siding accommodating over 50 cars. Present day distribution demands can only be met thru such ideal facilities as are here provided.

*Albert H. Stah*  
President



Three million dollars  
capital and fifty years'  
skilled experience  
stand ready to serve  
you.

LINCOLN WAREHOUSE CORPORATION  
SAFE DEPOSIT COMPANY

is exclusive Manhattan agent for the famous

AERO MAYFLOWER TRANSIT COMPANY  
LONG DISTANCE MOVING

of household goods, personal effects or office equipment in, from or to New York City, or anywhere in the United States or Canada, safely and expertly, is a special skill of LINCOLN and MAYFLOWER.

Lift Vans to all parts of the world.

Our steel and concrete building offers safest and most convenient storage for household goods, valuables and merchandise.

69th to 70th Sts. on Third Ave.  
Telephone: RHineland 4-0100

NEW YORK CITY

## NEW YORK, N. Y.

Storage, Distribution and Freight Forwarding  
from an Ultra-Modern Free and Bonded  
Warehouse.

## IDEALLY LOCATED

IN THE VERY CENTER OF NEW YORK CITY

Adjacent to All Piers, Jobbing Centers  
and The Holland and Lincoln Tunnels

Unusual facilities and unlimited experience in forwarding and transportation. Motor truck service furnished when required, both local and long distance. Lehigh Valley R.R. siding—12 car capacity—in the building. Prompt handling—domestic or foreign shipments.

## MIDTOWN WAREHOUSE, INC.

Starrett Lehigh Bldg.

601 West 26th St., N. Y. C.

Represented by Associated Warehouse, Inc.—New York City and Chicago

## NEW YORK, N. Y.

## THE NATIONAL COLD STORAGE CO., INC.

Operating Warehouses for Storage of Perishable Food Products

DISTRIBUTION FACILITIES—BONDED AND FREE

Brooklyn Warehouse Adjacent to Pier and Wharf Accommodations

BROOKLYN, 66 Furman St.

JERSEY CITY, 178 Ninth St.

Fulton Terminal—N. Y. Dock Railway

Erie Railroad—Storage-In-Transit

General Offices: 60 HUDSON ST., NEW YORK. REctor 2-6590

## NEW YORK, N. Y.

## NEW YORK DOCK COMPANY

Executive Offices: 44 Whitehall St., New York, N. Y.

Free and bonded storage facilities licensed by Commodities Exchanges. Space for lease (large & small units) for manufacturers and distributors. Pier and wharf accommodations. Railroad connections with all Trunk Lines.

Member: A.W.A.—W.A.P.N.Y.—N.Y.S.W.A.—N.Y.W.W.T.

## Air Cargo News

(Continued from page 26)

and types will be further developed and adapted. What form they will take, I do not venture to predict.

"With the use of lighter and cheaper materials in plane construction; with improvements in design which our engineering skill is sure to evolve; and with the development of up-to-the-minute methods of freight handling, including radical changes which will be necessary in terminal facilities, methods and costs, considerable reduction in charges for air freight transportation is inevitable.

"But I would like to throw out a warning here, that if the airplane as a cargo carrier is to find its proper and permanent economic sphere, the reduction must come in an orderly, progressive way, based solely on scientific designing of the type of plane best adapted exclusively to the job of freight carrying, with brand new methods of terminal handling. The designing will have to be carried out with an eye to our known high terminal costs in the fields of transportation from which the traffic for this newest vehicle must come.

"The railroad, the steamship, the truck and airplane, each in its economic sphere, has had, and will continue to have, a vital part in making the American transportation system the most modern and efficient in the world.

Speaking on "What's Ahead?", A. L. Hammell, vice-president of the Railway Express Agency, in charge of operations at Chicago, stated that despite the government's requisitioning of commercial airline facilities and the placing of air express on a priority basis, 165 planes still remain in commercial service.

"While this has necessitated a reduction in the number of flights," he continued, "and the closing of some of the less important airports for commercial service, I am glad to say that, as a practical proposition, most of the advantages to be had from the use of air express service are still available to the retail store operator."

—Stawson.

## Air Cargo Research Group Headed by Wolfe

Formation of the Air Cargo Research Assn., designed to prepare aircraft builders and the American shipping industry for global air-freight transport, was completed at a meeting in Los Angeles on Nov. 12 at which officers were elected and specialists' committees for instrumentating the organization's program were appointed.

Principally, the new association will concern itself with a 5-point program to increase the efficiency of aerial shipping and eliminate waste in air cargo space. Preliminary surveys made by aircraft experts, which were discussed at the meeting, revealed that 33 per cent of cargo space is now wasted through failure to adhere to general loading and packaging principles required in air transportation.

The association will seek to educate cargo handlers in proper loading and unloading of air-freight carriers; standardize packaging; formulate container specifications with particular emphasis on methods and materials used.

The group has also committed itself to undertake studies of problems with relation to lifting apparatus for loading planes; stowage methods for interior of planes; transportation methods in connection with hauls between warehouses and planes; and co-operation with aircraft engineers in the development of new designs and fittings for airplane interiors specially adapted for aerial freight transportation.

Officers elected for the Air Cargo Research Assn. are the following: General chairman and president, Thomas Wolfe, Western Airlines; first vice-president, James F.

## NEW YORK, N. Y.

## PORT WAREHOUSES, INC.

41/47 Vestry St. Tel. WA 5-3077-78 54/58 Laight St.  
U. S. BONDED AND FREE WAREHOUSES  
ALSO TEA BOND  
In the heart of the Canned and Bag Goods District  
of the Port of New York  
Two Fumigation Chambers

## NEW YORK, N. Y.

## SANTINI BROS., INC.

Serving Greater New York and All Points in  
Westchester County

## MOVERS—PACKERS—SHIPPERS

General Offices: 1405-11 Jerome Ave.  
Tel.: JEROME 6-6000 Five Fireproof Warehouses  
3,000,000 Cubic Feet—Pool Car Distribution



## STARRETT-LEHIGH BUILDING



**Outstanding** as its dominance over New York's West Side midtown skyline, the STARRETT-LEHIGH BUILDING offers the manufacturer and distributor superior advantages:

- Lehigh Valley R. R. freight terminal on street level; elevators direct to rail yard platform
- Truck elevators to all floors, affording street floor facilities throughout
- Floor areas, 52,000 to 124,000 sq. ft. Smaller units may be leased
- High safety standards—low insurance rates
- Live steam for manufacturing purposes
- Fast passenger elevators; restaurant; barber shop

**INVESTIGATE** —learn what satisfied, nationally-known occupants are doing at the

## Starrett-Lehigh Building

West 26th—West 27th Sts.—11th to 13th Avenues  
D. R. CROTSLEY, Manager, 601 West 26th Street  
Telephone: CHickering 4-5520

## NEW YORK, N. Y.

## State Warehouse Co., Inc.

GENERAL OFFICES 541-545 W. 34th St.  
General Merchandise Storage and Distribution  
in the Center of the Metropolitan Area  
Fireproof Buildings—Low Insurance Rate—Immediately  
Adjacent to New York Central R. R.—Penna. R. R. —  
Lehigh Valley  
Member N.Y.S.W.A.—P.N.Y.A.

## NEW YORK, N. Y.

Branches in Phila., Boston, Jersey City

## UNITED SECURITY ASSOC. WAREHOUSES, INC.

243 W. 60 St.—N. Y. C. Circle 7-3177

Specializing in:

## HOUSEHOLD GOODS

Storage • Distribution • Trucking • Packing  
Foreign Lift-Van Service

## OSWEGO, N. Y.

FRUITS  
VEGETABLES  
CONDENSED MILK  
WHOLE AND SKIM  
POWDERED MILK  
ALMONDS  
EGGS  
BEER  
BUTTER  
CORRUGATED  
CARTONS  
COCOA BEANS  
SUGAR

## OSWEGO NETHERLAND CO., INC.

ESTABLISHED 1918

Modern up to the minute DRY, COLD and Sharp Freezer facilities with ventilation and humidity control. Temperature Range for COLD and Sharp Freezer facilities 15 to 35° above. Storage-in-transit privileges.

All Fireproof buildings—Very low insurance rates. 60 car private siding—Free switching—U. S. Warehouse Act—Bonded. Member of N.Y.S.R.—A.W.Acs.

H. B. Lasky, Treas. and Mgr.

## ROCHESTER, N. Y.

## George M. Clancy Carting Co., Inc.

Storage Warehouse

Main St., East at Circle St.  
General Merchandise Storage, Distribution  
Household Goods Storage, Shipping  
Pool Cars Distributed and Reshipped  
Direct R. R. Siding N. Y. Central  
in the Center of Rochester

## SCHENECTADY, N. Y.



Schenectady Storage and Trucking  
McCormack Highway  
Transportation

Offices: 151 Erie Blvd.

General Merchandise Storage and Distribution  
Pool Car Distribution Household Goods  
Storage and Moving Long Distance Trucking

## SYRACUSE, N. Y.

## GREAT NORTHERN WAREHOUSES, INC.

• FIREPROOF •

MERCHANDISE STORAGE AND DISTRIBUTION

2 PRIVATE RAIL SIDINGS

DAILY, STORE-DOOR, MOTOR FREIGHT SERVICE TO ALL NEW YORK STATE POINTS

Member: American Chain of Warehouses—MayWA

## SYRACUSE, N. Y.

DISTRIBUTION  
MOTOR FREIGHT LINES  
PRIVATE RAIL SIDINGS

**KING**  
SINCE 1897

COMPLETE MERCHANDISE AND HOUSEHOLD GOODS STORAGE  
SERVICES

Represented by  
DISTRIBUTION SERVICE, INC.Members:  
A.W.A.—N.F.W.A.—A.V.L.

## UTICA, N. Y.

## BROAD STREET WAREHOUSE, INC.

Complete Warehousing  
Service

General Merchandise — Cold Storage  
Heated Storage

Private Siding and Motor Freight Terminal  
Daily Trucking Service to all  
Points in New York State

## UTICA, N. Y.

Established 1918

## UTICA WAREHOUSE CO., INC.

Box 276

Utica, N. Y.

## MERCHANDISE STORAGE

Specializing in Cotton, Cotton Waste, Textiles, Alkalies,  
Denatured Alcohol, Anti-Freeze, Automobiles, Etc. Ware-  
houses on D.L.&W. and N.Y.C. Private siding. Sprin-  
kled throughout. Pool car distribution. Motor service.

## WHITE PLAINS, N. Y.

## J. H. EVANS &amp; SONS, INC.

Office &amp; Warehouse: 107-121 Brookfield St.

Household Goods Moving, Storage, Packing, Shipping

Prompt service for any point in Westchester County

Member N.Y.P.W.A.—N.F.W.A.

Hall, North American Aviation, Inc.; 2nd vice-pres-  
ident, Gordon Brown, Douglas Aircraft Co.; secretary,  
John B. Sheehan, Lockheed Aircraft Co.; and treasurer,  
William A. Lippman.

Specialists committees and their chairmen: Statistic  
and research, Ralph E. Oursler; container and pack-  
age specifications, Robert Welliver; engineering and  
transportation, Robert Reedy; organization, Kenneth L.  
Vore; public relations, Glen B. Eastburn.—Herr.

(Please resume your reading on P. 27)

## Byrnes Bros., N. Y., Enters

## Mdse. Storage Field

Byrnes Bros. Warehouses, Inc., New York, accord-  
ing to James O'Neill, has acquired a new warehouse  
at 5500 Broadway at which merchandise and household  
goods will be stored. The building has 140,000 sq. ft.  
of fireproof space in 3 floors. The ground floor has  
a 5-car private siding. Some time ago the company  
acquired the Columbia Storage Warehouses and the  
West End Storage Warehouse and so now has exten-  
sive storage facilities and delivery services. Total stor-  
age area now amounts to 275,000 sq. ft.

## W. A. Meikleham

W. A. MEIKLEHAM, 76, at one time treasurer of  
the Manhattan Storage & Warehouse Co., New  
York City, died Nov. 12 at his home in Short Hills, N. J.

## Atlas, Dayton, Ohio, Moves

Atlas Storage Co., Dayton, Ohio, has moved its offices  
to 526-528 Wayne Ave., in its number one warehouse.

## New Miami, Fla., Warehouse

William H. Engel of Engel Brothers, Inc., Elizabeth,  
N. J., has located in Miami, Fla., and is doing business  
under the name of Eastern Moving and Storage Co.  
His 2 sons, Joseph and William, Jr., are conducting  
Engle Bros., Inc., at both Elizabeth and New York.

Fertilizer Delivery  
Prohibition

Prohibition on delivery of chemical fertilizers for use  
in 1943 was extended Nov. 14 to Dec. 1, 1942, by Amend-  
ment No. 2 to Conservation Order M-231, issued by the  
Director General for Operations.

The existing order was set up to control the dis-  
tribution of fertilizers to prevent excessive accumula-  
tion of stocks and inequities in distribution. The origi-  
nal order provided that until Nov. 15, 1942, no deliver-  
ies of fertilizers might be made except for use in 1942.  
It was expected that a new order regulating distribu-  
tion use of fertilizers in 1943 would have been issued  
by that date.

Because of the large number of factors to be con-  
sidered in a plan so complex as fertilizer distribution,  
the new order has not yet been issued. Additional time  
is required for the Dept. of Agriculture and W.P.B.  
to study 1943 crop requirements, and for O.P.A. to  
consider revision of ceiling prices to enable use of  
vegetable oil meal as a substitute for nitrogen fertil-  
izers.

The amendment simply extends the prohibition on  
purchase for use in 1943 until the time when the new  
order is expected to be issued.

This control over fertilizers is exercised not so much  
because a critical shortage exists but to prevent ine-  
quities in distribution.



## CHARLOTTE, N. C.

**AMERICAN STORAGE & WAREHOUSE CO.**  
CHARLOTTE, N. C.

OFFICE AND WAREHOUSE, 926 TUCKASEEGEE ROAD  
MERCHANDISE STORAGE ONLY. POOL CARS DISTRIBUTED.  
MOTOR TRUCK SERVICE LOCAL AND DISTANCE. PRIVATE  
RAILROAD SIDING. SPRINKLERED.  
ESTABLISHED 1908

## CHARLOTTE, N. C.

**Carolina Transfer & Storage Co.**

1230 W. Morehead St., Charlotte, N. C.

Bonded fireproof storage.  
Household goods and merchandise.  
Pool cars handled promptly. Motor Service.  
Members A. W. A. and N. F. W. A.

## CHARLOTTE, N. C.

Mill Type Construction—Sprinklered Building

**UNION STORAGE & WAREHOUSE CO., Inc.**

1000 W. Palmer St.

Low Insurance Rate

MERCHANDISE STORAGE — POOL CAR DISTRIBUTION

Bonded—Member of A.W.A.—Motor Service

## GREENSBORO, N. C.

**Champion Storage & Trucking Co., Inc.**

326-28 South Davie St., Greensboro, N. C.

Merchandise & Household Goods  
Pool Cars—Trucking Service

Sprinkler System — Private Siding  
Member MAYWA

## RALEIGH, N. C.

**CAROLINA STORAGE & DISTRIBUTING COMPANY**  
MERCHANDISE STORAGE  
POOL CAR DISTRIBUTION

Private Siding

Motor Freight Line

Members

A. W. A.

A. CHN. WHESES.

## WILMINGTON, N. C.

FIREPROOF WAREHOUSE

**FARRAR TRANSFER & STORAGE WAREHOUSE**

1121 South Front Street

Household Goods — Merchandise  
Long Distance Moving — Pool Car Distribution  
Private Siding, A. C. L. Railroad Co.  
Members. N. F. W. A. — A. T. A.

## FARGO, N. D.

**Union Storage & Transfer Company**  
FARGO, N. DAK.

General Storage—Cold Storage—Household Goods

Established 1906

Three warehouse units, total area 161,500 sq. ft.; of this 29,350 sq. ft. devoted to cold storage. Two buildings sprinkler equipped. Low insurance costs. Spot stocks, Pool car Distribution. Complete warehouse services. Fargo serves North Dakota and Northwestern Minnesota.

Offices 806-10 Northern Pacific Ave.

AWA-NFWA-MNWWA-ACW

## GRAND FORKS, N. D.

AWA-NFWA-MNWWA

Local and Long Distance  
Hauling of Freight  
and Household Goods

**WAREHOUSE CO.**

General Storage—Moving Household Goods  
Pool Car Distribution—Motor Freight  
Terminal

## OHIO



FOR EXPERIENCED WAREHOUSING  
OR DISTRIBUTION SERVICE IN OHIO  
SELECT

APPROVED MEMBERS

OF THE O. W. A.

MEMBERSHIP LIST MAILED ON REQUEST

OHIO WAREHOUSEMEN'S ASSOCIATION  
COLUMBUS OHIO

## AKRON, OHIO

**COTTER CITY VIEW STORAGE COMPANY**

70 Cherry St., Akron, Ohio

Merchandise Storage.  
A.D.T. Alarm.  
Pool Car Distribution.  
Household Goods Storage.  
Low Insurance.

Member of May.W.A.—O.W.A.—A.W.A.



## CANTON, OHIO

**CANTON STORAGE, Inc.**

FOURTH AND CHERRY, N.E.

Merchandise, Household  
Goods, Cold Storage

Pool cars distributed. Private sidings.  
Free switching on all roads. Separate fireproof warehouses for household goods.  
Member: A.C.W.—MAY.W.A.—A.W.A.—O.F.A.A.—O.W.A.



## CINCINNATI, OHIO

90 YEARS OF WAREHOUSING

**Cincinnati Merchandise Warehouses, Inc.**

7 W. Front St.

Cincinnati, Ohio

Merchandise Storage—Pool Car Distribution  
P.R.R. & Sou. R.R. Sidings—Low Insurance Rates  
Air Conditioned Space—U. S. Customs Bonded



Represented by  
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 43RD ST. PHIL. 9-CHGO 1515 NEWBERRY AVE. MON555



## CINCINNATI, OHIO

Member of A.W.A.—O.W.A.



9,000,000 Cubic Feet

Strictly Fireproof

Select the Warehouse Used by the Leaders!

GENERAL STORAGE—COLD STORAGE—POOL CAR  
DISTRIBUTION—LONG DISTANCE TRUCK TERMINALS  
11 Car Switch in Building

Internal Revenue and General Bonded Storage  
Insurance Rate 14 1/2 c per \$100 per annum

**CINCINNATI TERMINAL WAREHOUSES, INC.**  
49 CENTRAL AVE. HARRY FOSTER, General Manager CINCINNATI, O.

## CINCINNATI, OHIO

CINCINNATI'S NEWEST WAREHOUSE

**QUEEN CITY WAREHOUSE**

42 MAIN STREET

CINCINNATI, OHIO

COMPLETELY FIREPROOF  
HEATED THROUGHOUT  
ENCLOSED SIDING

SPRINKLERED THROUGHOUT  
POOL CAR DISTRIBUTION  
SAMPLE ROOMS

Insurance rate: 12.6¢ per \$100 on 80% Co. insurance and 12.0¢ on 90%  
SERVING: FT. THOMAS, WRIGHT & PATTERSON FIELDS

## Barge Pooling Approved

The O.D.T. has approved an equipment-pooling agreement between 2 competing Middle Western barge lines. This will sanction similar arrangements elsewhere when they result in more efficient use of waterway equipment. The O.D.T. order of Nov. 6 directed the Central Barge Co. of Chicago and the Ohio River Co. of Cincinnati to co-ordinate their services and pool equipment.

## CLEVELAND, OHIO

**CURTIS STORAGE & TRANSFER, INC.****"STORE WITH CONFIDENCE"**Specializing in Merchandise Storage  
Pool Car Distribution—Bulk Tank Storage  
Operating Own Delivery Equipment  
Private Siding N.Y.C.R.R.

FRENCH &amp; WINTER STS.

CLEVELAND, OHIO

## CLEVELAND, OHIO

**"An old organization with young ideas"****THE GREELEY-GENERAL WAREHOUSE COMPANY**located in the  
New York Central Freight Terminal

BROADWAY AND EAST 15TH STREET



## CLEVELAND, OHIO

**Now there are  
WATER, RAIL AND  
TRUCK FACILITIES****4 LEDERER  
TERMINALS**Cleveland's Only Lakefront Public Warehouse with Direct  
Connecting R.R. Facilities Offices: FOOT OF E. 9th St.  
Member of O.W.A. A.D.T. Protection**Member NATIONAL FURNITURE WAREHOUSEMEN'S ASSN.  
Agent ALLIED VAN LINES, INC.****DIRECT FROM FREIGHT CARS**SHIPMENTS to Cleveland, consigned to  
The Lincoln Storage Company over any  
railroad entering the city, can be handled  
from freight car direct to our loading plat-  
form.Carload shipments to our private siding,  
11201 Cedar Ave., on the N. Y. C. Belt  
Line, connecting with all R.Rs. entering  
Cleveland; L. C. L.-Penna. Euclid Ave. Sta.  
adjoining Euclid Ave. warehouse; other  
R.Rs. to Cleveland, Ohio.**LINCOLN STORAGE**

W. R. Thomas, Pres.

5700 Euclid Ave.

CLEVELAND

11201 Cedar Ave.

## CLEVELAND, OHIO

TEL. CHERRY 4170

Member of A.W.A.

**NATIONAL TERMINALS CORPORATION****1200 WEST NINTH STREET**Three Modern Fireproof Buildings—Two with Dock Facilities on  
Cleveland's Water FrontMost Economical Warehouse and Distribution Services  
VIA WATER—RAIL—TRUCK ARE AVAILABLE THROUGH  
Cleveland's Largest Cold and General Merchandise Warehouse

## CLEVELAND, OHIO

**THREE GENERATIONS  
OF EXPERIENCE**... ensures unsurpassed  
service for your customers.**The NEAL  
STORAGE COMPANY**  
CLEVELAND OHIOExclusive Agent:  
Greater Cleveland  
for Aero-Mayflower  
Transit Company.

## CLEVELAND, OHIO

**The OTIS TERMINAL WAREHOUSE**  
**HAS THE FACILITIES  
TO MEET ALL OF YOUR NEEDS**Downtown location; Modern and fireproof; Low insurance rates;  
Enclosed docks and siding on Big 4 Railroad; Daily delivery service;  
Office and display space; Telephone accommodations; U. S. CUSTOM BONDED.

General Offices - - - - - 1340 West Ninth St.

## CLEVELAND, OHIO

**RAILWAY WAREHOUSES, Inc.**

in CLEVELAND, OHIO

**For Facilities, Service and Security**

Write for Details

Address 3540 Croton Ave., S. E., Cleveland, Ohio

## COLUMBUS, OHIO

Established in 1882

**Columbus Terminal Warehouse Company**  
55-85 Terminal Way Columbus, OhioModern warehouses and storage facilities.  
A.D.T. System. Private double track siding.  
Free switching from all railroads.Represented by ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. NEW YORK 10018 1523 NEWBURY AVE. MONSIEUR

## COLUMBUS, OHIO

Member of O.W.A.

**COLUMBUS WAREHOUSES, INC.**

A COMPLETE MERCHANDISE DISTRIBUTION WAREHOUSE

MOST CENTRAL WAREHOUSE—3 BLOCKS OF  
CENTER DOWNTOWN DISTRICT  
POOL CAR DISTRIBUTIONPRIVATE SIDING AND SWITCH—N. Y. CENTRAL LINES  
228 West Broad St., Columbus, Ohio

## COLUMBUS, OHIO

Consign Your Household Goods Shipments to

**DAN EDWARDS at COLUMBUS**Packing—Shipping—Storage—Local and Long Distance Moving—Steel  
and Concrete Warehouse—Private SidingEDWARDS TRANSFER AND STORAGE CO.  
430 North High St., Columbus, OhioMember—National Furniture Warehousemen's Association  
Agent—Allied Van Lines, Inc.

## COLUMBUS, OHIO

**THE MERCHANDISE WAREHOUSE CO.****370 West Broad St.**

Complete service for

MERCHANDISE STORAGE AND DISTRIBUTION  
Private Siding NYC and Big Four

14 Car Capacity

Pool Car Distribution A.D.T. Service  
Centrally Located Modern Facilities

Members: A.C.W.—O.W.A.



## COLUMBUS, OHIO

**The NEILSTON STORAGE CO.****260 EAST NAGHTEN ST.**Modern warehouse for merchandise—Low  
insurance—Central location in jobbing dis-  
trict—Private railroad siding—Pool cars  
distributed.

Member of O.W.A.



## SPRINGFIELD, OHIO

MEMBER

**WAGNERS SERVICE, INC.**

Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every  
modern facility for the storage and distribu-  
tion of Household Goods and Merchandise—  
Motor Freight Service—Door to door delivery  
at Dayton, Springfield and Columbus daily.

Member of A. W. A.—O. W. A.



## Personnels and Obituary

(Continued from page 28)

Green Bay, and has been succeeded by W. W. Rouse, who has been associated with the Central Freight Assn., Chicago, as chief rate expert.—W.T.N.B.

### G. J. Hansen

G. J. Hansen, 62, president of the Hansen Storage Co., Milwaukee, Wis., which he founded in 1904, died Nov. 4 after a lengthy illness. Mr. Hansen was a native of Milwaukee, noted for his club work and wide travels. He was a life member of the University and Milwaukee Athletic clubs and belonged to the Chenequa Country Club, Oconomowoc Lake Club, Rotary Club and Phi Gamma Delta Fraternity. In 1933 he was president of the Propeller Club. Among his hobbies were stamp collecting and studying things scientific or mechanical.

Mr. Hansen built his first warehouse of about 90,000 sq. ft. on the old foundation of the Hansen Malting Co., which burned in Milwaukee's greatest fire and which was supposed to have been the most spectacular scene in the conflagration. Shortly after the founding of the company his father died and the operation was left solely in his hands. He steadily expanded facilities and at the time of his death included 18 warehouses, constituting an investment in land and buildings of over \$1,400,000.

During his entire career in the warehousing business he exhibited profound interest in the improvement of service and equipment of his company as well as enactment of legislative measures to protect both the warehouse industry as well as the interests of those firms who recognized the advantages in connection with the storage of their merchandise in public storage warehouses.

He was very active in the Wisconsin Warehousemen's Assn. and is claimed to be the one who sponsored it. For a period of time he was its president. He was also until his illness a member of the New York Traffic Club and the Milwaukee Rotary Club.

Mr. Hansen was strongly opposed to the development of municipal storage operations and very strongly opposed the Milwaukee Harbor Commission at the time that it had large plans for building several transit sheds and dockage facilities which it was felt were adequately provided for by private interests.

The first cold storage law in 1917 was fought by him and others. He took a keen interest in that struggle because he feared that within a short time legislation affecting the dry storage houses would follow. In 1919, the Wisconsin Tax Commission's first attempt to saddle all public storage houses with floor tax was successfully fought by Mr. Hansen, Henry C. Kuehn, president of the Wisconsin Cold Storage Co. and John Groom. In the next few years, Mr. Hansen and Mr. Kuehn were again called upon to fight another tax scheme of enacting a tax per square foot of floor area or dock area of all public grain, coal, dry and cold storage houses. They were again successful in defeating the tax attempt.

Then Mr. Kuehn and he worked out a bill that permitted merchandise to come from outside the State tax free on May 1, if such merchandise were shipped directly to a public warehouse from outside the State. They met with defeat in the first attempt, but 2 yrs. later succeeded in enacting the proposal into law.

Survivors include his widow, his son, Theodore L., and a sister.—W.T.N.B.

### William D. Goble

WILLIAM D. GOBLE, 58, traffic manager of National Lime and Stone Co., Findlay, Ohio, died Nov. 3.

## TOLEDO, OHIO

### CAPACITY

800—CARS COLD  
400—CARS DRY

PRIVATE SIDINGS  
N.Y.C. AND  
B.O. RR'S



### GREAT LAKES TERMINAL WAREHOUSE CO.

321-359 MORRIS ST. TOLEDO, OHIO  
COMPLETE WAREHOUSE FACILITIES

## TOLEDO, OHIO

### Merchants and Manufacturers Warehouse Co.

15-29 So. Ontario St.

Center of Jobbing District



Sprinklered Fireproof Building—100,000 Square Feet—Dry Storage—70,000 Cubic Feet Cold Storage—Private siding Nickel Plate Road—Free Switching—Merchandise Storage—Pool Car Distribution—Negotiable receipts—Transit Storage Privileges—Low Insurance Rates—City delivery system.

## TOLEDO, OHIO

"QUICK SHIPPERS"

### TOLEDO TERMINAL WAREHOUSE, INC.

128-138 VANCE STREET, TOLEDO, OHIO

Merchandise storage . . . Pool car distribution . . .  
Fireproof . . . Private siding Nickel Plate Road  
. . . Free switching . . . Negotiable receipts . . .  
Transit storage arrangements . . .  
Motor truck service . . . Located in Jobbing District . . .



MEMBERS: American Warehousemen's Association  
Ohio Warehousemen's Association  
Toledo Chamber of Commerce



Represented by ALLIED DISTRIBUTION INC. CHICAGO  
11 WEST 42ND ST. DENN. 8-0940 1525 NEWBERRY AVE. MOON33

## OKLAHOMA CITY, OKLA.

Established 1889

### O. K. TRANSFER & STORAGE CO.



GENERAL WAREHOUSING AND DISTRIBUTION

## TULSA, OKLA.

### ALDRIDGE VAN & STORAGE CO.

1810 E. JASPER ST.

TULSA, OKLAHOMA

Merchandise and Household Goods Storage

49,000 square feet all on ground floor

Fireproof Warehouse—Trackage—Pool Car Distribution  
Agents: Greyvan Lines, Inc.



## TULSA, OKLA.

### JOE HODGES FIREPROOF WAREHOUSE

Merchandise Storage—Pool Car Distribution

Located in Center of Tulsa Wholesale District

Member: A.W.A., N.F.W.A. and American Chain of Warehouses



## PORTLAND, ORE.

**Colonial Warehouse and Transfer Co.**  
Operating Public and Custom Bonded Warehouses  
Licensed under the U. S. Warehouse Act  
Merchandise, Storage and Distribution  
Private Siding Free Switching Sprinklered  
1132 N. W. GLISAN STREET



## PORTLAND, ORE.

H. M. CLARK, Pres.

## HOLMAN TRANSFER COMPANY

### STORAGE DISTRIBUTION

SINCE 1864

1306 N.W. Hoyt St.

A.W.A.—O.S.W.A.

## PORTLAND, ORE.



J. H. CUMMINGS, Pres.  
MERCHANDISE, STORAGE &  
WAREHOUSING

### Northwestern Transfer Co.

#### General Forwarding Agents

SPECIAL ATTENTION GIVEN TO POOL CARS  
Our private siding is served by all railroads

1504 N.W. Johnson St., Portland, Oregon  
Established 1888

## PORTLAND, ORE.

## OREGON TRANSFER COMPANY

Established 1888

1238 Northwest Glisan Street Portland, Oregon

U. S. BONDED and PUBLIC WAREHOUSES

Merchandise Storage and Distribution

Lowest Insurance Rates—Sprinkler Equipped

Member A. W. A.

Eastern Representatives Distribution Service, Inc.

## PORTLAND, ORE.

COVER THE NORTHWEST  
THROUGH

## RUDIE WILHELM WHSE. CO., INC.

U. S. Bonded—Concrete Building—A. D. T. Sprinkler System

Complete Facilities for Storage and Distribution  
of All Commodities

Free Switching from All Railroad.  
New York. 271 Madison Ave.

Portland's Lowest Insurance Rates  
Member A.W.A.

## ALLENTOWN, PA.



Only Large Fire-Retardant Warehouse in  
Lehigh Valley

## DIEHL STORAGE COMPANY

128-132 N. 8th ST.

HHG.—STORAGE—MDSE.

MOVING—CRATING—SHIPPING  
F. WILLARD WOLFE, PRES. & GEN. MGR.

## HARRISBURG, PA.

Inc. 1902



## HARRISBURG STORAGE CO.

Fire Retardant &amp; Fireproof Warehouses

P.R.R. Sidings

Pool Car &amp; Delivery Service

Represented by

THE AMERICAN CHAIN OF WAREHOUSES, INC.

## HARRISBURG, PA.

## KEYSTONE WAREHOUSE

GENERAL MERCHANDISE STORAGE

POOL CARS DISTRIBUTED

BRICK BUILDING—LOW INSURANCE

STORE DOOR DELIVERY ARRANGED FOR

PENNA. R. R. SIDING

OPERATED BY HARRISBURG WAREHOUSE CO.

## HAZLETON, PA.



Est. 1915

## KARN'S STORAGE, INC.

MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution

Packing — Shipping — Hauling

Fireproof Furniture Storage

Members: Mayflower W.A.—P.F.W.A.—P.W.A.

## LANCASTER, PA.

## LANCASTER STORAGE CO.

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,

Forwarding

Manufacturers' Distributors, Carload Distribution, Local

and Long Distance Moving

Member of May.W.A.

## PHILADELPHIA, PA.

Est. over 50 years.

Pool Car Distribution a Specialty

## FENTON STORAGE CO.

Absolutely Fireproof

46th and Girard Ave.

Cable Address "Fenco"

P. R.R. Siding

Storage, moving and distribution of household goods and merchandise

## PHILADELPHIA, PA.

## Fidelity—20th Century Storage Warehouses

General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute

pool cars of household goods. Prompt remittance.

Assoc. N. F. W. A., Can. S. &amp; T., P. F. W. A.



## Schuyler C. Blackburn

SCHUYLER C. BLACKBURN, president of the A-B-C Fireproof Warehouse Co., Kansas City, Mo., died Oct. 23, following a heart attack in his office. He was 73 yrs. old. Mr. Blackburn served as president of the National Furniture Warehousemen's Assn. in 1926-27 and was very active in N.F.W.A. councils during the 1920's.

Mr. Blackburn founded the A-B-C company in 1908 and many practices in the household goods storage field resulted from his research and reports on methods and procedure made during the 1921-1923 period. As chairman of the standard practice committee, he designed and developed the present procedure on sales notices, storage orders and warehouse receipts now in use by N.F.W.A.

Mr. Blackburn is survived by his widow and several nieces and nephews.

## A. P. Hill

A. P. HILL, president of Bell Storage, Philadelphia, Pa., died early in October.

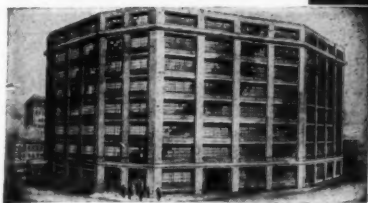
## Charles J. Dickman

Charles J. Dickman, 74, owner and operator of C. J. Dickman Transfer, Wheeling, W. Va., died Oct. 19, following an illness of 3 weeks. He established his company 20 yrs. ago and was at an early age connected with the former Speidel Wholesale Grocery Co. Survivors include his wife, 2 daughters, 3 sons and 14 grandchildren.

(Concluded on page 84)



## 13 MODERN WAREHOUSES



*-serving PHILADELPHIA AND VICINITY with Economy and Dispatch!*

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space.

Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

rates. Special provision is made for the storage of household goods.

Served by both Pennsylvania Railroad and the Reading Company. Convenient to the big piers. Completely equipped pool car department is maintained.

*Write for Particulars*

Represented by  
**DISTRIBUTION SERVICE, Inc.**

An Association  
of Good Warehouses Located at  
Strategic Distribution Centers

## TERMINAL WAREHOUSE COMPANY

DELAWARE AVENUE AND FAIRMOUNT • PHILADELPHIA



Members: A.W.A.,

N.F.W.A., Pa.F.W.A

2 Broadway, NEW YORK CITY  
Phone: Bowling Green 9-0986

625 Third St., SAN FRANCISCO  
Phone: Sutter 3461

219 E. North Water St., CHICAGO  
Phone: Sup. 7180

PHILADELPHIA, PA.

Established 1865

### GALLAGHER'S WAREHOUSES

708 South Delaware Avenue  
Merchandise Storage Storage in Transit  
Direct Sidings-Penna. R.R. and Reading R.R.  
Pool Car Distribution  
Represented by Associated Warehouses, Inc.  
New York Deliveries Chicago  
52 Vanderbilt Ave. City and Suburban 549 W. Randolph St.  
Murrayhill 9-7645 Randolph 4458

PHILADELPHIA, PA.

2,100,000 Square Feet

### MERCHANTS WAREHOUSE CO.

10 Chestnut St. Phone: LOM. 8070

11 modern buildings in leading business sections. Served by all R.R.'s. Loading and unloading under cover. Storage-in-transit privileges. Goods of all kinds, bonded and free.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

PHILADELPHIA, PA.

RUELL G. MILLER, President

## MILLER

North Broad Storage Co.

BROAD & LEHIGH & BRANCHES  
Member P.M.T.A., C.F.M.A. of Pa.

**ATTENTION SHIPPERS**

Bonded warehouses for every purpose are available, and useful.

PHILADELPHIA, PA.

## PROMPT and ECONOMICAL SERVICE

Over a million square feet of storage space, bonded and free. Twenty-two modern buildings located in the various retail, wholesale and manufacturing sections of the city. Direct rail connections. Near piers and ferry-car wharves. Special services and economies. Low insurance rates. Our own motor transports speed up deliveries.

*Write for Particulars*

## PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

General Offices: Cor. 4th & Chestnut Sts., Philadelphia  
WARREN T. JUSTICE, President

MEMBER: American Chain of Warehouses • American Warehousemen's Association • Pennsylvania Warehousemen's Association

NEW YORK: Geo. W. Perkins, 82 Beaver St., Tel. Whitehall 4-2287  
J. W. Terreforte, 250 Park Ave., Tel. Plaza 3-1235

CHICAGO: W. J. Marshall, 53 W. Jackson Blvd.  
Tel. Harrison 1496

## PITTSBURGH, PA.

**W. J. Dillner TRANSFER & STORAGE CO.**  
 STORAGE, PACKING, CRATING and SHIPPING  
 POOL CAR DISTRIBUTION  
 LONG DISTANCE HAULING  
 2748 West Liberty Ave., Pittsburgh, Pa.  
 Members of N.F.W.A.—A.T.A.—P.F.W.A.—P.M.T.A.  
 Agent for Allied Van Lines, Inc.

## PITTSBURGH, PA.

**DUQUESNE WAREHOUSE CO.**

Office: Duquesne Way and Barbeau St.  
 Merchandise Storage & Distribution

Members A. W. A.

## PITTSBURGH, PA.

Established 1911

**EXHIBITORS' SERVICE COMPANY**

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service—  
 Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104  
 Company Owned Vehicles—Steel and Concrete Terminal  
 Cooling Room Space for Perishables.

## PITTSBURGH, PA.

**ED WERNER TRANSFER & STORAGE COMPANY**

1917-19 Brownsville Road

Pittsburgh, Penna.

Storage, Packing and Shipping

Member of National Furniture Warehousemen's Ass'n.  
 Agent of Allied Van Lines, Inc.

## PITTSBURGH, PA.

THOMAS WHITE, Owner and Manager

**2 WAREHOUSES**  
 17th AND PIKE STS.  
 13th AND PIKE STS.

QUARTER MILLION FEET OF SPACE

*In the Heart of  
 Pittsburgh's  
 Jobbing District*

STORAGE IN TRANSIT  
 POOL CAR DISTRIBUTION  
 COMPLETE TRUCKING FACILITIES  
 PRR SIDINGS

Also operators of  
**WHITE MOTOR EXPRESS CO.**

Established 1918

**WHITE TERMINAL COMPANY**

17th AND PIKE STS.

## SCRANTON, PA.

R. F. POST

**DRAYMAN & STORAGE WAREHOUSE**

221 Vine St.

HOUSEHOLD STORAGE POOL CARS  
 MERCHANDISE STORAGE PACKING  
 LOCAL AND LONG DISTANCE MOVING  
 PRIVATE SIDING, D. L. & W. R. R.

## SCRANTON, PA.

**THE QUACKENBUSH WAREHOUSE CO.**

219 VINE STREET

MERCHANDISE AND HOUSEHOLD GOODS  
 STORAGE POOL CAR DISTRIBUTION  
 D L & W and D & H Sidings

Represented by  
 NEW YORK ALLIED DISTRIBUTION INC. CHICAGO  
 11 WEST 42ND ST. PENN. 6-0066 1525 NEWBERRY AVE. MON. 5534

## SHARON, PA.

**SHARON COAL & ICE CO.**

230 W. Budd St., Sharon, Pa.

Cold Storage—Merchandise—Household Goods  
 2 Warehouses with private sidings on Erie & P RR's  
 reciprocal switching. Loans on Stored Commodities.  
 Cold Storage for furs—Cold storage lockers—Quick Freeze  
 space.

## UNIONTOWN, PA.

H. D. RYAN—L. G. HOWARD, Proprietors

**KEYSTONE TRANSFER CO.**

CORNER BEESON BLVD. & PENN ST.

HOUSEHOLD GOODS PACKED, SHIPPED, STORED  
 LONG DISTANCE MOVING

Private Siding B. & O. R.R.

## WILKES-BARRE, PA.

**WILKES-BARRE STORAGE CO.**

General Storage and Distribution

Prompt and Efficient Service

12 Car Track Located on Lehigh Valley RR. Switches  
 Storage-in-Transit and Pool Cars

19 New Bennett St.

Wilkes-Barre, Pa.

## WILLIAMSPORT, PA.

**WILLIAMSPORT STORAGE CO.**

FIREPROOF BUILDING—416 FRANKLIN STREET

P. R. R. SIDING

MERCHANDISE STORAGE and DISTRIBUTION

HOUSEHOLD GOODS—DRAYAGE

IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

### N. J. Warehousemen Gird for Tax Appeal Fight

New Jersey warehousemen have been warned by Charles Milbauer, president of the New Jersey Merchandise Warehousemen's Assn., to prepare to combat an appeal in the Court of Errors and Appeals of the decision favorably given them in the New Jersey Supreme Court recently on the constitutionality of a State law exempting property stored in warehouses from taxation. A meeting was held Nov. 17 in Newark at which this tax threat was discussed and ways and means to combat it were decided on. At the time the Supreme Court decision was made, the association officials were quite aware of the fact that there was a possibility of an appeal being made; they are therefore not surprised at what has taken place and are mustering full strength to defend the industry.



## Factories on the Move

(Continued from page 70)

Rushlight Automatic Sprinkler Co., 407 S. E. Morrison St., Portland, Ore., manufacturer of sprinkler systems for fire protection, an interest of A. G. Rushlight & Co., same address, plans new plant on tract of land at Williams St. and Winchell Ave., N. E., recently acquired, consisting of a main 2-story building, about 20,000 sq. ft. of floorspace, and smaller one-story structure, 8000 sq. ft. floorspace. Cost estimated over \$85,000.

Refining Engineering Co., 1325 Greenup Ave., Ashland, Ky., manufacturer of machinery and equipment for oil refineries, has acquired industrial building at 831-39 Adams Ave., Huntington, W. Va., and will remodel and improve for plant. Present works will be removed to new location, where production will be largely concentrated in future.

Jack Poultry & Egg Co., Sioux City, Iowa, George Jeck, head, has acquired one-story industrial building at Spirit Lake, Iowa, formerly occupied by Priebe Spirit Lake Produce Co., and will remodel and equip for new egg-drying and processing plant. Cost reported over \$35,000. Work will be carried out at once.

Universal Moulded Products Corp., 570 Lexington Ave., New York, manufacturer of composition products for radio parts, etc., plans installation of equipment in a plant in Virginia (exact location withheld) for production for Government. Cost estimated over \$300,000. Financing will be provided by Defense Plant Corp., Washington, D. C., Federal agency.

Reliable Belt Co., 512 S. Wells St., Chicago, will move about Jan. 1 to new quarters, recently purchased at 3127 W. Chicago Ave.—*Slawson*.

Gordon Varney Co., Chicago, model train manufacturers, now producing screw machines products, will move from 1624 N. Kilbourn Ave., to a building recently purchased at 1235-41 Fullerton Ave., that city.—*Slawson*.

Construction of a new plant for detinning tin cans is expected to get under way in the Chicago area (exact location withheld) shortly. Seven buildings are to be erected with capacity for producing 60,000 tons of tin annually. Cost, including equipment, is placed at over \$2,000,000. Defense Plant Corp. is understood to be financing the project, which is one of several to be located throughout the Nation. At the same time Metal & Thermite Corp., which has been handling detinning operations in connection with current Chicago salvage campaigns, is expanding its East Chicago, Ind., facilities at a cost of \$200,000.—*Slawson*.

The Cabot Carbon Co., a subsidiary of Godfrey L. Cabot, Inc., Boston, manufacturer of carbon black, is constructing at Guymon, Okla., a plant for the manufacture of furnace black suitable for compounding synthetic rubber. This plant will be one of the largest furnace black plants ever constructed. It is expected to be in production early next year. The process of manufacture is one developed by the Cabot organization.—*Wellington*.

The National Ring & Leather Corp., Detroit, maker of novelty jewelry and leather items, is planning to move its operations to Mansfield, O., where it will eventually employ 75 persons. G. F. Wadsworth is president and Ralph H. Ide, secretary-treasurer.—*Kline*.

### PROVIDENCE, R. I.

## CADY MOVING & STORAGE CO.

80-90 Dudley St.  
FIREPROOF WAREHOUSE  
Storage, Moving, Shipping  
Fleet of Long Distance Moving Vans  
Member National Furniture Warehousemen's Assn.  
Agent for Allied Van Lines, Inc.

### PROVIDENCE, R. I.

## Terminal Warehouse Company of R. I., Inc.

storage all kinds of General Merchandise, Pool Car Distribution. Lowest insurance.  
Trackage facilities 50 cars. Dockage facilities on deep water.  
Shipping directions South Providence, R. I.

### CHARLESTON, S. C.

## Charleston Warehouse and Forwarding Corp.

Merchandise Storage and  
Distribution of Pool Cars

Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.  
Private Tracks Connecting with All Railroad and Steamship Lines.  
Motor Truck Service.  
Member of the American Chain of Warehouses, Inc.

### COLUMBIA, S. C.

Distribution Center of South Carolina

## CAROLINA BONDED STORAGE CO.

Est. 1928

General merchandise and household goods storage.

Pool Car Distribution. Private rail sidings.  
Sprinkler equipped warehouse.

### GREENVILLE, S. C.

"The Heart of the Piedmont"

## TEXTILE WAREHOUSE CO.

511-13-15 Rhett St.

GENERAL MERCHANDISE—H.H.G. STORAGE

Pool Car Distribution—Motor Truck Service

Low Insurance Rate

Private Siding

### KNOXVILLE, TENN.

## FIREPROOF STORAGE & VAN COMPANY, Inc.

201-211 Randolph St., Knoxville, Tennessee

135,000 square feet on Southern Railway tracks.

Equipped with Automatic Sprinkler

Insurance at 13c. per \$100.00 Household goods shipments per annum. Pool Cars distributed. Solicited. Prompt remittances made.  
MEMBERS American Warehousemen's Ass'n  
PROMPT AND EFFICIENT SERVICE

### MEMPHIS, TENN.

S. S. DENT, Owner

## General Warehouse Co.

421 So. Main St.

"Good housekeeping, accurate records, Personal Service"

Located in the center of the Jobbing & Wholesale District

Sprinklered  
Private R. R. siding

Low Insurance  
Perfect service

### MEMPHIS, TENN.

Benton T. Grills, Sec'y. & Mgr.

## NICKEY WAREHOUSES, INC.

"Memphis Most Modern Warehouses"

285-305 West Trigg Ave.

Merchandise Storage & Pool Car Distribution

Local Delivery Service

A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo. Pac. Private rail siding 9 car spot.

MEMPHIS, TENN.

W. H. DEARING, General Manager

John H. Poston Storage Warehouses

ESTABLISHED 1894

671 to 679 South Main St.

Insurance Rate \$1.25 per \$1,000 per Annum Distribution a Specialty.  
Merchandise storage, dependable service, free switching, Local cartage delivery,  
Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler. A.D.T. watchmen.

MEMPHIS, TENN.

H. K. HOUSTON, Pres. P. D. HOUSTON, V.P.

UNITED WAREHOUSE & TERMINAL CORP.

Warehouse No. 1 Warehouse No. 2  
137 E. Calhoun Ave. 138-40 St. Paul Ave.

Memphis, Tennessee

Storage (Mdse.)—Pool Car Distribution—Local delivery service—Office Space.  
in the heart of the wholesale district and convenient to Rail, Truck and express  
terminals. Eight car railroad siding—(N.C.&ST.L. and L.&N.)—Reisgrove switching.  
Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.

NASHVILLE, TENN.

124 FIRST AVE. N.

BOND, CHADWELL CO.

MERCHANDISE  
WAREHOUSE.  
RAIL, TRUCK  
AND RIVER  
TERMINAL.



NASHVILLE, TENN.

521 Eighth Ave., So.

Central Van & Storage Co.

MERCANTILE AND HOUSEHOLD STORAGE

WAREHOUSE STOCK and POOL CAR DISTRIBUTION

Automatic Sprinkler System—Centrally Located

NASHVILLE, TENN.

ESTABLISHED 1886

THE PRICE-BASS CO.

194-204 Hermitage Ave.

STORAGE

Automatic Sprinklered—Spot Stock and Pool Car Distribution—Private Siding



BEAUMONT, TEXAS

TEXAS STORAGE COMPANY

656 Neches St. Beaumont, Texas



Merchandise and Household Goods  
Warehouse, Concrete Construction  
30,000 Sq. Ft. Distribution of Pool Cars  
Transfer Household Goods

Agent for A.V.L. Member of N.F.W.A.—S.W.&T.A.

CORPUS CHRISTI, TEXAS

CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE  
adjacent to docks NAVIGATION DISTRICT NO. 1

Storage Distribution Drayage

MERCHANDISE EXCLUSIVELY

96,400  
Sq. Ft.  
Sprinklered

NEW YORK ALBANY DISTRICT NO. 1 CHICAGO  
11 WEST 42ND ST. NEW YORK 1875 NEWBURY AVE. BOSTON 339

Member: Southwest Warehouse and Transpomen's Ass'n

CORPUS CHRISTI, TEXAS

Robinson Warehouse & Storage Co.

General Offices: 1500 N. Broadway, Corpus Christi

Specialists in

General Merchandise Storage—Pool Car Distribution

Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .  
Daily and overnight common carrier Motor Freight Service to Houston, San  
Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.  
Expert Handling: Inquiries Invited.

National Industries, Inc., has purchased the Durham Manufacturing Co., Muncie, Ind., engaged in war production. Earl Munger, president of the Muncie company for the last 6 years, has become general manager of the Bass Foundry & Machine Co., Fort Wayne, Ind., another division of National Industries, and D. C. Brown, formerly with the Durham Co., has been made assistant general manager of the Bass plant.—Kline.

(Please resume your reading on P. 37)

Southwest Warehousemen  
Elect Bradley

(Concluded from page 46)

vice-president for Arkansas; I. A. Faulk, Monroe, vice-president of Louisiana, and J. A. McCaul, Fort Worth, vice-president for Texas.

These officers and the following men compose the board of directors: Ross Hodge, Oklahoma City; Perry Tucker, Corpus Christi; Roy Wilson, Longview; R. E. Abernathy, Dallas, and Mark Marshall, Chico and Fort Worth, who is secretary-manager of the organization.

Matters relating to regulations issued by the Office of Defense Transportation came in for discussion by John W. Massenber, ODT regional director, and S. J. Cole, district manager, both of Dallas.

"All of the time and energy of this convention will be devoted to learning the quickest way to get the job done with limited manpower and equipment," said Mark Marshall, Fort Worth, association secretary-manager.

Marshall, former chief of the transportation division of the Texas Railroad Commission, became secretary-manager of the association in July, replacing Amos Brooks, who entered military service and now is a captain in the Quartermaster Corps and stationed in Pennsylvania.

L. L. Schwecke, Houston, association president, presided. Mayor McCrary welcomed the group, and Roscoe L. Carnrike, Fort Worth, chairman of the association's board, responded.

Frank H. Payne, president of the National Furniture and Warehousemen's Assn., discussed general conditions in the business.

Other speakers included Tilden L. Childs, Fort Worth Interstate Commerce Commission official in charge of federal regulation in Texas, who discussed ways in which to conserve equipment under I.C.C. regulations.

The annual banquet was featured by addresses which were largely devoted to war-time topics. Mr. Schwecke forecast an increase in government demands for storage space in the Southwest. Eastern warehousemen already are feeling the effect of increased government storage requirements, Mr. Schwecke said.

Speaking on "Whom We Fight and Why," Harry C. Withers, managing editor of *The Dallas News*, said that the present world war really began when Japan invaded Manchuria in 1931. He said that as early as 1927 the Japs made plans to crush the United States but that the United States continued to trade with Japan "because we thought we were so big, Japan would not attack us."

T. M. Wagley, transportation specialist from the Dallas Office of Price Administration, discussed O.P.A. regulations. Office of Defense Transportation orders were explained by John C. Massenber, Dallas regional manager. Mark McGee, state rationing officer, talked on rationing rules.

Dr. John H. Frederick, professor transportation and industry, School of Business Administration, University of Texas, spoke on "Commercial Air Cargo Transportation," highlights of which are covered at the end of his article in this issue.—Hornaday.

**DALLAS, TEXAS**

In Dallas It's Binyon-O'Keefe

**MERCHANDISE STORAGE—POOL CAR DISTRIBUTION**  
Our modern Centrally located fireproof warehouse is completely equipped to serve you with over 75000 square feet of merchandise & household goods storage space.  
**MOVING—STORAGE—PACKING—SHIPPING**



Since 1875

**BINYON-O'KEEFE**  
Fireproof Storage Co.  
Dallas

Since 1875



Associated with Distribution Service, Inc.

**DALLAS, TEXAS**

ESTABLISHED 1875

**DALLAS TRANSFER AND TERMINAL WAREHOUSE CO.**

Second Unit Santa Fe Building, Dallas, Texas

Modern Fireproof Construction—Office, Display, Manufacturers, and Warehouse Space



Operators of the Lone Star Package Car Company (Dallas and Fort Worth Divisions)  
H. & N. T. Motor Freight Line  
Agents for Allied Van Lines, Inc.

A.W.A., N.F.W.A., American Chain of Warehouses  
Southwest Warehouse & Transfermen's Assn. Rotary Club



**EL PASO, TEXAS**

"Bankers of Merchandise"  
"Service With Security"

**International Warehouse Co., Inc.**

1401 Magoffin Ave.

El Paso, Texas



Lowest Content Insurance Rate  
Fireproof Storage of Household Goods, Autos & Merchandise. State and Customs Bonded.  
Private Trackage—T. & P. and So. Pac. Ry.  
Pool Car Distribution—Motor Truck Service  
Incorporated in 1920

Members—NFWA—SWTA—Agent for Allied Van Lines, Inc.

**FORT WORTH, TEXAS**

In Fort Worth It's Binyon-O'Keefe

**MERCHANDISE STORAGE—POOL CAR DISTRIBUTION**  
Our modern Centrally located fireproof warehouse is completely equipped to serve you with over 90,000 square feet of merchandise & household goods storage space.  
**MOVING—STORAGE—PACKING—SHIPPING**



Since 1875

**BINYON-O'KEEFE**  
Fireproof Storage Co.  
Fort Worth

Since 1875



Associated with Distribution Service, Inc.

**FORT WORTH, TEXAS**

**A Complete Merchandise Warehouse Service**

**MERCHANDISE STORAGE — COLD STORAGE — POOL CAR DISTRIBUTION — FRISCO R.R. SIDING**  
**MODERN — FIREPROOF WAREHOUSE**  
**JOHNSON STORAGE & DISTRIBUTING CO., INC.**

AND  
JOHNSON MOTOR LINE

801 W. VICKERY BLVD.

FT. WORTH, TEXAS

**FORT WORTH, TEXAS**

Agents—ALLIED VAN LINES, INC.

Storage, Cartage, Pool Car Distribution

**O. K. Warehouse Co., Inc.**

255 W. 15th St., Fort Worth, Tex.

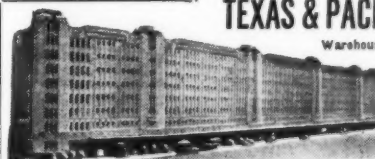


**FORT WORTH, TEX.**

Member—SWA-AWA

**TEXAS & PACIFIC TERMINAL WAREHOUSE CO.**

Warehouses—DALLAS—FT. WORTH



Merchandise Storage  
Pool Car Distribution  
Office, Display and Warehouse Space  
Branch Office Facilities  
Ample room for Automobiles and Truck parking  
LOW INSURANCE RATES

**DALLAS, TEXAS**

**INTERSTATE-TRINITY WAREHOUSE COMPANY**

301 North Market St., Dallas



Merchandise Storage and Distribution  
Household Goods Storage,  
Moving & Packing  
Long Distance Hauling

R. E. ABERNATHY, Pres.  
J. H. CHILES, Vice-Pres.

Represented by

NEW YORK ALLIED DISTRIBUTION INC.

CHICAGO

11 WEST 42ND ST. PHEN 6-0067

1525 NEWBERRY AVE. MON.5531

**DALLAS, TEXAS**

**SPECIALIZING**

**MERCHANDISE STORAGE  
POOL-CAR DISTRIBUTION**

SERVING THE GREAT  
SOUTHWEST AREA

EVERY ACCOUNT IS  
PERSONALLY SUPERVISED  
BY THE MANAGEMENT



**KOON-McNATT STORAGE & TRANSFER CO.**  
1100 CADIZ ST.

CONTRACT OPERATORS FOR ALL RAIL  
LINES AND UNIVERSAL CARLOADING &  
DISTRIBUTING COMPANY

Over 10,000,000 Pounds of Freight Handled Monthly  
for Dallas Shippers

**HOUSTON, TEXAS**

**BINYON-STRICKLAND**

**WAREHOUSES, INC.**

Merchandise Storage — Pool Car Distribution  
Centrally Located — Lowest Insurance Rate  
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

Houston

**HOUSTON, TEXAS**

**FEDERAL WAREHOUSE COMPANY**

915 N. San Jacinto St.

Houston, Texas

Sprinklered Warehouses, 30 Car Spot  
One Floor—therefore reasonable handling  
and storage rates

**HOUSTON, TEXAS**

**Better Warehousing in HOUSTON**

We operate a modern low insurance rate warehouse in the center of the wholesale, jobber, rail and truck terminal district. Most conveniently located for interior jobbers' trucks; well trained personnel; cooler space.

**HOUSTON CENTRAL WAREHOUSE CO.**  
Commerce and San Jacinto  
Houston, Texas

Represented by  
NEW YORK ALLIED DISTRIBUTION INC.  
11 WEST 42ND ST. PHEN 6-0067

CHICAGO  
1525 NEWBERRY AVE. MON.5531

**DALLAS, TEXAS**

**Merchants Cold Storage of Dallas**

Bonded

470,000 Cu. Ft. Cold Storage Space  
Pool Car Distribution

1301-7 Broom St.

P. O. Box 5088





## HOUSTON, TEXAS

**Houston Terminal Warehouse & Cold Storage Company**  
 General Storage Cold Storage U. S. Custom Bonded  
 A. D. T. Service Pool Car Distribution  
 Office Space Display Space Parking Space  
 Lowest Insurance Rate

New York Representative  
 Phone Plaza 3-1235

Chicago Representative  
 Phone Harrison 1496

## HOUSTON, TEXAS

**PATRICK TRANSFER & STORAGE CO.**

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen  
 Shipside and Uptown Warehouses  
 Operators—Houston Division  
 Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

Members N.F.W.A.  
 State and Local Assn.

## HOUSTON, TEXAS

**MERCHANDISE DISTRIBUTION**

COMMERCIAL STORAGE—

OFFICE SPACE — PARKING SPACE

**T. P. C. STORAGE & TRANSFER CO., INC.**

2301 Commerce Ave.

## HOUSTON, TEXAS

W. E. FAIN, Owner and Manager  
 Established 1901

**TEXAS WAREHOUSE COMPANY**

Forty Years

Under Same Continuous Management

**MERCHANDISE EXCLUSIVELY**

Pool Car Distribution Sprinklered Throughout  
 A.D.T. Supervised Service

## HOUSTON, TEXAS

Agent for Allied Van Lines, Inc.

**UNION Transfer & Storage Co.**

1113 Vine St. P.O. Box 305

Forwarding and Distributing

**MERCHANDISE STORAGE**

Warehouses Sprinklered Throughout.  
 Supervised by A.D.T. Service.

**SERVICE THAT COUNTS**

## HOUSTON, TEXAS

**UNIVERSAL TERMINAL WAREHOUSE CO.**

Merchandise Storage — Pool Car Distribution

Sprinklered—A.D.T. Watchmen

U. S. Customs Bonded —

Office Space —

New York Representatives:  
 DISTRIBUTION SERVICE, INC.  
 2 Broadway

Chicago Representatives:  
 DISTRIBUTION SERVICE, INC.  
 219 E. North Water St.

Members A.W.A. and State and Local Associations.

## HOUSTON, TEXAS

BENJ. S. HURWITZ, Pres.

**WESTHEIMER Transfer and Storage Co., Inc.**

OVER 50 YEARS IN HOUSTON

Fireproof Warehouses

Merchandise & Household Goods Storage—Pool Car Distribution—  
 Lift Van Service—20 car lengths of truckage.

Agent for Allied Van Lines, Inc.

Members N. F. W. A.  
 State and Local Assn.

## SAN ANTONIO, TEXAS

**MERCHANTS TRANSFER & STORAGE CO.**

Merchandise

Household Goods

**Complete Storage and Distribution Service**

over 50 years of satisfactory service

Member of A.W.A.—N.F.W.A.—S.W.A.

## SAN ANTONIO, TEXAS

**Muegge-Jenull Warehouse Co.**

BONDED

FIREPROOF

**POOL CAR DISTRIBUTORS  
 STORAGE AND DRAYAGE**

Dependable Service Since 1913

## SAN ANTONIO, TEXAS

Agent for Allied Van Lines, Inc.

**Scobey Fireproof Storage Co.**

HOUSEHOLD - MERCHAN-

DISE - COLD STORAGE -

CARTAGE.

DISTRIBUTION

INSURANCE RATE --- 10c

Members of 4 Leading Associations

## SAN ANTONIO, TEXAS

MEMBER

**SOUTHERN TRANSFER & STORAGE CO.**

Specialists in Merchandise Distribution  
**FIREPROOF BONDED STORAGE**

Represented by ALLIED DISTRIBUTION INC.  
 NEW YORK 100 WEST 42ND ST. PHN. 6-0966 CHICAGO 1525 NEWBERRY AVE. MON 5531

## TYLER, TEXAS

**Tyler Warehouse and Storage Company**

Bonded under the Laws of Texas

General Storage and Distribution from the Center of East Texas. Specializing in Pool Cars Merchandise.

## Obituary

(Concluded from page 78)

**Frank Shellhouse**

**FRANK SHELLHOUSE**, founder of the Shellhouse Fireproof Warehouse Co., Indianapolis, died Oct. 16 at a local hospital where he had been ill for 2 weeks. He was 79. Mr. Shellhouse established a warehouse at Indianapolis in 1901 where he engaged in unclaimed freight and household goods storage. It is claimed that he built the first fireproof household storage warehouse in Indiana, this in 1910. This building was operated until 1920, when it was incorporated under the present name. He sold the business in 1937, after which it was directed by R. O. Jackson, president. He was active in Masonry and was an Elk. A sister survives.

**James O. Price**

**JAMES O. PRICE**, 77, president of Price-Bass Company, storage and distributing concern in Nashville, Tenn., died Nov. 17. Mr. Price was a native of Nashville. He developed one of the largest distributing and hauling operations in his section of the country. He was prominent in fraternal bodies. Survivors include his wife, a daughter and 2 sons.—Grissam.

**Charles Sebold**

**CHARLES SEBOLD**, 53, secretary of the Weimar Storage Co., Elizabeth, N. J., died Oct. 26. He had been associated with the company most of his business life. He was a Mason and a member of the Independent Order of Foresters; the O.U.A.M.; and was a charter member of the Kiwanis Club. Survivors include his wife, a daughter, son and a brother.

## Materials Handling Education Needed

(Concluded from page 12)

on only one make of equipment, it would be better to consider the broad field of materials handling, so that when describing the use or application of this equipment, its maintenance, etc., the subject can be covered so as to include as many types and makes of equipment as possible.



This 20-ft. Tournacrine is loading a tractor on a flat car.

Each manufacturer naturally has its own ideas regarding its particular type and design of equipment, but it has been found that there are general principles which apply to all makes and types of equipment. It is better to outline programs of education along this general plan, rather than to be specific—then it is the province of the original equipment manufacturer to give detailed plans regarding its particular make and type of equipment.

The policy of DandW has been to cover all makes and types of equipment dealing with materials handling. This policy will continue through 1943 and wherever possible, definite specific information will be obtained and published.

(Please resume your reading on P. 13)

## Industrial Truck Care

(Continued from page 13)

cracked, thereby causing it to throw grease. Replace if required.

**Trailing Axle and Wheels:** Jack up axle so wheels clear floor. Test each wheel for looseness and end play on spindle. Also test for vertical play of knuckles with relation to support axle. If excessive play is apparent, dismantle and examine. Inspect bearings by removing hub cap. Pack with grease as required.

**Brake Drum:** See that nut holding brake drum on drive shaft is kept tight and that drum has not been allowed to loosen on shaft.

**Motors:** Remove dust covers and inspect commutator and brushes. Commutator should be bright, clean, and free from any pitting. Slots between bars should be clean and mica separations below level of commutator bars.

**Brushes** should have at least 60 per cent bearing surface and be free in brush holder. See that pigtailed do not bend or touch any part of motor and that connections are tight. Circumferential setting of brushes

### OGDEN, UTAH

MEMBER OF A. W. A.

## WESTERN GATEWAY STORAGE CO.

GENERAL WAREHOUSING  
POOL CAR DISTRIBUTION  
MERCHANDISE AND COLD STORAGE

### SALT LAKE CITY, UTAH

## CENTRAL WAREHOUSE

**Fireproof** **Sprinklered**  
Insurance rate 18c. Merchandise Storage. Pool Car Distribution.  
Office Facilities.  
Member A. W. A.

### SALT LAKE CITY, UTAH

## Merchandise Storage and Distribution

Over 1,000,000 cubic feet reinforced Concrete Sprinklered Space  
Insurance Rate 11 Cents

## CORNWALL WAREHOUSE CO.

Salt Lake City, Utah

Represented by  
DISTRIBUTION SERVICE, INC.  
New York—Chicago—San Francisco

### SALT LAKE CITY, UTAH

Storage—Pool Car Distribution

## KEYSER MOVING AND STORAGE CO.

Est. 328 West 2nd South 1910

72,000 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from or to other lines. P-U&D service rail or truck. Systematic delivery service twice daily. 90% Co-Ins. rate 19¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

Member AWA—UWL—UWA—AWI

### SALT LAKE CITY, UTAH

"This is the Place"

## FOR BETTER SERVICE SECURITY STORAGE & COMMISSION CO.

230 S. 4TH WEST STREET

Over 35 Years' Experience

Merchandise Warehousing - Distribution  
Sprinklered Building - Complete Facilities  
Lowest Insurance Cost - A.D.T. Watchman Service  
Office Accommodations - Display Space

Represented by American Chain of Warehouses, Inc.  
New York 250 Park Ave. Chicago 53 W. Jackson Blvd.

MEMBER:  
A.W.A.—U.W.A.

### NORFOLK, VA.

MEMBER



HOUSEHOLD AUTOMOBILE STORAGE

## NEW-BELL STORAGE CORPORATION NORFOLK, VIRGINIA

MODERN SPRINKLER EQUIPPED WAREHOUSE  
50,000 SQUARE FEET PRIVATE RAIL SIDING  
Lowest Insurance Rate in Norfolk. Pool Car Distribution  
WE SPECIALIZE IN MERCHANDISE STORAGE  
AND DISTRIBUTION  
AGENTS AERO MAYFLOWER TRANSIT COMPANY  
Member N.W.A. & S.W.A.

### NORFOLK, VA.

Serving—Va. Beach, Ft. Monroe, Newport News, Williamsburg  
and Tidewater Virginia.

## Security Storage and Van Corp.

530 FRONT STREET

Norfolk's Finest Fireproof Furniture Warehouse  
Motor Van & Lift Van Service  
Collections — Distribution  
Member—NAT L F W A—ALLIED VAN LINES

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

## NORFOLK, VA.

Established 1892

## SOUTHGATE

### STORAGE COMPANY, Inc.



For economical storage and distribution you will want to know more about our individualized services. Our fireproof warehouses are in the Southgate Terminal, on the waterfront and in the center of Norfolk's wholesale district. Served by all rail, water and motor lines.

MEMBER:  
A.C.W.  
S.W.A.  
U.S.C. & O.

Write for Booklet— "7 POINT DISTRIBUTION"

## RICHMOND, VA.

64 Years of Uninterrupted and Expert Service

### BROOKS TRANSFER and STORAGE CO., Inc.

1224 W. Broad Street, Richmond, Va.

Three Fireproof Storage Warehouses—\$10,000 Cubic Feet Floor Space—Automatic Sprinkler System—Low Insurance Rates—Careful Attention to Storage—Packing and Shipping of Household Goods—Private Railroad Siding—Pool Car Distribution—Motor Van Service to All States—Freight Truck Lines.

Member of N. F. W. A.—A. V. L.—A. T. A.

## RICHMOND, VA.

### DILLARD CARTAGE CO.

Freight Hauling — Contractors Hauling

Specializing in  
Pool Car Distribution  
Quick Handling of Stop Over Cars—Prompt Returns  
Complete Facilities for Motor Freight Lines

## RICHMOND, VA.

STORAGE  
HOUSEHOLD  
GOODS  
OBJECTS of ART  
FURS - RUGS  
VALUABLES

### THE W. FRED. RICHARDSON

#### Security Storage Corporation

PACKING FOR SHIPMENT  
Local and Long Distance Movements  
ESTABLISHED 1897  
Agent for Allied Van Lines, Inc.

## RICHMOND, VA.

160,000 Sq. Ft. Space

**VIRGINIA BONDED WAREHOUSE CORPORATION**  
ESTABLISHED 1908 1700 E. CARY ST.  
U. S. BONDED & PUBLIC WAREHOUSES  
MERCHANDISE STORAGE & DISTRIBUTION  
INSURANCE RATES 20c PER \$100 PER YEAR  
Member A.W.A.  
BUILDINGS SPRINKLERED

## ROANOKE, VA.



### H. L. LAWSON & SON

Finance and Storage  
Pool Car Distributors  
General Merchandise Storage  
421-25 EAST CAMPBELL AVE.  
ROANOKE, VIRGINIA

## ROANOKE, VA.

### ROANOKE PUBLIC WAREHOUSE

Capacity 500 Cars  
Private Railroad Siding



Automatic Sprinkler  
Accurate Accounting

We make a Specialty of Storage and Pool Car Distribution  
for Agents, Brokers and General Merchandise Houses.  
Member of American Chain of Warehouses

is very important and is made by jig at factory and should never be changed. If brush holder has been allowed to become loosened, check and reset. Blow out commutator and brushes with air to clean out any dirt or dust that may have collected or gotten into motor when removing cover.

**Controller:** Remove controller cover and see that controller fingers are making proper contact on copper segments on the drum. Test the binding screws on the terminal for tightness. Make sure that all finger tips are in exact line and evenly spaced on neutral center. Keep fingers adjusted to 1/16-inch below segment height, at neutral position, so fingers and drum will not pit. If, because of neglect, fingers and drum have pitted they should be cleaned with a file or emery cloth and screws reset; if badly pitted, a light cut may be taken off the drum in a lathe. Lift each finger off controller drum individually to see that it works freely and snaps back quickly. If found to stick or act sluggish, place several drops of machine oil on hinge.

**Contactor:** Remove cover from contactors, with controller lever in first speed, depress pedal and note whether contacts are closing properly. These contacts take all the arcing in making and breaking the contact and must be replaced when worn. The contacts should never be filed. Interlocking or auxiliary contacts should close just after main contacts touch, and never ahead of them, as all arcing must be in main contactor tips.

**Limit Switches:** Remove cover and inspect. See that proper contact is being made. See that binding screws are tight. Operate lever by hand to see that they are free. Operate controls to see that switches open at proper time.

**Hydraulic Lift:** The oil level in the hydraulic lift reservoir should be inspected once a month. Always make this check with platform down in its lowest position. Add required amount of the proper grade of hydraulic pump to wear quickly and also cause the of this oil. If it has become dirty or acquired foreign matter, entire system should immediately be drained and refilled with new clean oil. Dirty oil will cause hydraulic pump to wear quickly and also cause the valve to stick. Never permit the pump to run dry.

**Lubrication:** The monthly lubrication covers most of the mechanisms involved, and if slighted may develop into costly repairs. Therefore, it is well to exercise extreme care in the lubrication of these parts.

#### EVERY SIX MONTHS

Twice yearly the industrial truck should come in for complete checkup. This includes such things as changing the castor oil in the power axle, changing the hydraulic oil in the lift reservoir, taking out wheel bearings, cleaning and repacking them, if not done monthly. Special attention and inspection should be made of the wiring to make sure insulation is in good condition and check all electrical connections for tightness.

(Please resume your reading on P. 15)

#### New Literature

J. G. Wilson Corp., New York, has issued a folder in which is explained this company's cooperation with the Government in saving steel for the war program, stressing the use of the company's rolling wood doors in place of those of steel which the company also makes. For over 50 yrs., the Wilson rolling wood doors have been meeting a definite industrial need.

Gerrard Co., Inc., Chicago, has issued its 2nd edition of the Red Book of Carload Stowage which is replete with dozens of illustrations of loaded freight cars reinforced by the company's round steel strapping. The Gerrard method is treated pictorially in groups such as steel, paper, pipe, gypsum board, barrels, and drums, crated goods, and many miscellaneous items. Skid and pallet loadings, floating and anchor loads in box and gondola cars are also shown. Book is given free.



## SEATTLE, WASH.

**EYRES TRANSFER & WAREHOUSE CO.**

A Seattle Institution—53 years of outstanding service  
**Cartage — Distribution — Storage**  
 Highest financial rating; new fireproof, A.D.T. sprinklered buildings; lowest insurance rate (10.2c); modern equipment.  
*"The Shippers' Open Door to Alaska and the Orient"*

## SEATTLE, WASH.

**LET LYON GUARD YOUR GOODS****Carload Distributors**

PORTLAND, Ore. SEATTLE  
 2131 N. W. Westover Rd., 2639 Dexter Ave.,  
 Walter Hollinger, Mgr., Dean McLean, Mgr.

## SEATTLE, WASH.

J. R. GOODFELLOW, Pres.

**OLYMPIC WAREHOUSE & COLD STORAGE CO.**

**MERCHANDISE STORAGE & DISTRIBUTION**  
 1201 Western Avenue Seattle, Wash.  
 Cold Storage — Dry Storage — Rentals — Pool Car Distribution — Office Rentals  
 Fireproof, brick const.; Sprinkler system; Insurance rate: 12.8c. Siding connects with all rail lines.

Bonded U. S. Customs; State License No. 2.  
 Member of A.W.A. (C.S.) Wash. State Warehouse Assn.

Represented by **ALLIED DISTRIBUTION INC.** CHICAGO  
 11 WEST 42ND ST. PENN A-0047 1575 NEWBERRY AVE., MON. 5331

## SEATTLE, WASH.

Lloyd X. Coder, Pres.-Mgr.

Est. 1919

**SYSTEM Transfer & Storage Co.**

2601-11 Second Avenue

**Warehousemen & Distributors of**  
**General Merchandise and Household Goods**  
**Office and Desk Space—Low Insurance Rates**  
 Member—A.W.A.—W.S.W.A.—N.F.W.A.—S.T.O.A.

## SEATTLE, WASH.

**TAYLOR-EDWARDS Warehouse & Transfer Co., Inc.**

Free switching service—Low insurance rates—A.D.T. Service,  
 Associated with leading warehouses through

**DISTRIBUTION SERVICE, INC.**

New York Chicago San Francisco  
 Members of—American Warehousemen's Assn.; Washington State Warehousemen's Assn.

## SEATTLE, WASH.

Post graduates in moving personnel

**SEATTLE TERMINALS UNIVERSITY WAREHOUSE, INC.**

1017 EAST 40TH STREET, SEATTLE

Exclusive agent for Mayflower Vans, Seattle's finest, most modern warehouse for the handling of household goods and personal valuables. Located in Seattle's fast-growing University district. Serving Sand Point Naval Air Base.

R. G. CULBERTSON, President  
 WM. TELL LAUBE, JR., Sec.-Treasurer

## SPOKANE, WASH.

**The SPOKANE TRANSFER & STORAGE CO.**  
 308-316 PACIFIC AVE.  
**THE INLAND EMPIRE'S LARGEST DISTRIBUTORS**  
 MEMBERS: AWA-ACW-WSWA

One of the greatest wastes in business today is the inability of many advertisers to stick to adopted programs.

## TACOMA, WASH.

**Pacific Storage and Transfer Co.****Drayage Storage Distribution**

Forward Stop in Transit and Pool Cars  
 In Our Care

Located in Center of Wholesale District  
 Nearest Distributing Point  
 (To) Fort Lewis, Camp Murray, McChord Field  
 Member AWA-ACW-Wash. State Assn.

## TACOMA, WASH.

**TERMINAL WAREHOUSES, INC.**

**MDSE. WAREHOUSING and DISTRIBUTION**  
 Concrete and Steel Warehouse located on N.P.R.R. Tracks. Close to all Railway and Motor Freight Terminals. Special Lockers for Salesmen's Samples.  
 Swift and Frequent Service to Fort Lewis, McChord Field and Bremerton Navy Yard  
 P. O. BOX 1157 — TACOMA, Wash.

## HUNTINGTON, W. VA.

Every facility for you and your patrons' convenience to secure your share of this Five Hundred Million Dollar market is available through

**THE W. J. MAIER STORAGE COMPANY**

## APPLETON, WIS.

Owner, G. H. Buchert

Established 1894

**BUCHERT TRANSFER LINE**

500 North Superior St.

Merchandise and Household Goods Storage  
 Pool Car Distribution

Motor Freight Terminal for  
 Royal Transit Inc., Pope Bros, R. T. C.,  
 Wesley Freight Line, Steffe Freight Line  
 Chicago Northwestern siding, free switching  
 Member May.W.A.

## APPLETON, WIS.

Owner, Harry H. Long

Est. 1920

**HARRY H. LONG MOVING & STORAGE****MERCHANDISE - HOUSEHOLD GOODS - MOTOR FREIGHT**

Pool Car Distribution Sales Representation

Brick building equipped for economical storage and distribution. Reached by CANW—Soo-CH&NP.

Motor Freight Terminal Members of WisWA—N.F.W.A.

115 So. Walnut St.



## GREEN BAY, WIS.

Established 1903

**LEICHT TRANSFER AND STORAGE CO.**

121 South Broadway

**Merchandise Distributors and Household Goods Forwarders.**

Haulers of Cement and Contractors Equipment and Heavy Machinery to All Points.

U. S. Customs, Warehouse, State and Public Bonded.

Waterfront Facilities: Private Siding CM&P&—CANW—GBW  
 Reciprocal Switching. Wood Pulp a Specialty. Pool Car Distribution.  
 Members of MayWA—WisWA

## GREEN BAY, WIS.

Established 1911

**PETERS TRANSFER & STORAGE COMPANY**

221 Phoebe Street, Green Bay, Wisconsin

**MERCHANDISE & HOUSEHOLD GOODS STORAGE**

Pool Car Distribution

Private siding, G.B. & W. R.R. Reciprocal Switching  
 Member AWI-NEWA



## MADISON, WIS.

Established 1888

**Reynolds Transfer & Storage Co.**

725 E. Mifflin St.

Merchandise and Household Goods Storage Pool Car

Distribution Haulers of Contractor's Equipment and Heavy Machinery to all points.

Private Siding Chicago & Northwestern R. R.

Reciprocal switching  
 Agent Grayvan Lines



## MILWAUKEE, WIS.

**ATLAS STORAGE CO.**MILWAUKEE'S ONLY DOCK WAREHOUSE  
ON JOINT TRACKS CMST&P&R AND C&NWRY

647 W. VIRGINIA ST.

MILWAUKEE, WIS.

— UNEXCELLED —

WAREHOUSING AND DISTRIBUTION FACILITIES  
POOL CAR DISTRIBUTION • STORAGE IN TRANSIT

— SPECIAL —

FACILITIES FOR DRUMMING BULK OILS FROM  
TANK CARSRepresented by  
**DISTRIBUTION SERVICE, INC.**  
New York—Chicago—San Francisco

## MILWAUKEE, WIS.

ESTABLISHED 36 YEARS

**850 Foot Dock**

**HANSEN STORAGE CO.**

Largest in Wisconsin

**18 Warehouses**

A.D.T. Service

Specializing in—  
Merchandise Distribution  
and Complete Branch House Services

TRACK CAPACITY FOR 50 CARLOADS

DEPENDABLE EXPERT QUICK SERVICE

## MILWAUKEE, WIS.

**LINCOLN**

**FIREPROOF WAREHOUSE CO.**

WAREHOUSE SERVICE OF EVERY DESCRIPTION

RAILROAD SIDINGS AND DOCKING FACILITIES

LOCATED IN HEART OF BUSINESS DISTRICT

OFFICES: 206 W. HIGHLAND AVE.

Member of A.W.A.—W.W.A.—N.F.W.A.

## MILWAUKEE, WIS.

**NATIONAL TERMINALS CORPORATION**

954 SO. WATER STREET

Tel. Mitchell 5644

Milwaukee's most modern and best located Waterfront Warehouse.  
Automobile storage. Warehousing on unit basis for spot stocks. Storage  
"In transit". Pool car distribution, Customs Bonded.

Member of A.W.A. & W.W.A.

## MILWAUKEE, WIS.

"Milwaukee's Finest"

**National Warehouse Corporation**

Member

— STATE BONDED —

EVERY CONCEIVABLE  
WAREHOUSE & DISTRIBUTION  
SERVICE AFFORDED

A.D.T. Service

468 E. Bruce St.

C. & N.W.R.R. Siding

## MILWAUKEE, WIS.

**TERMINAL STORAGE CO.**

100-112 W. Seaboth St. — Phone Marquette 7091

Milwaukee, Wisconsin

Cooler, Freezer and General Merchandise Storage  
Deep Water Dock, Private Siding  
on C.M.&St.P. & P. R.R.

## SHEBOYGAN, WIS.

**SHEBOYGAN**

Warehouse &amp; Forwarding Co.

A Merchants &amp; Manufacturers Warehouse

11th and Illinois Ave. Sheboygan, Wis.

Member of May. W.A. Wis. W.A.

**Canada a Member of Production  
and Resource Board**

Canada, which on Nov. 10 became a member of the Combined Production and Resources Board, is providing more than half of its production of war supplies to Great Britain and the United States.

Representation on the Combined Board, along with the United States and Great Britain, is a recognition of the interlocking war economies of the 3 nations. Roughly one-quarter of Canadian war production now is going to fill U. S. orders, while about one-third of Canada's war goods are being produced for Great Britain.

The Honorable C. D. Howe, Canadian Minister of Munitions and Supply, who takes his place on the Combined Production and Resources Board with Donald M. Nelson and Oliver Lyttelton, is American-born and educated. He was born in Waltham, Mass., in 1908, and was graduated from the Massachusetts Institute of Technology. For several years he was a professor of Civil Engineering at Dalhousie University in Halifax, Nova Scotia.

As head of a large construction firm, Mr. Howe was engaged for many years in the building of grain elevators in Western Canada, and in the 1930's he was called to Argentina to advise the Government on its grain elevator system. Entering Parliament in 1935 he soon became Minister of Transport, and was appointed Minister of Munitions and Supply in April, 1940.

Canada's war industry has received orders totaling \$5,000,000,000 since July 14, 1939, a figure in excess of the nation's average peacetime annual industrial production. Starting with a relatively small industrial plant, Canada has transformed herself in 3 years into a valuable source of United Nations' war weapons. Tanks, guns, airplanes, and ships—from 12 types of chemicals to 90 types of mechanized transport, almost every variety of war materiel is being supplied in rapidly increasing volume by Canada.

As of Oct. 1, 1942, \$900,000,000 in war orders had been placed by the United States in Canada, the major portion during 1942. Half of Canada's production of machine tools is now being supplied to the United States.

Typical of the cooperative industrial relationship between the 2 countries is the record of 62 Liberty-type merchant ships built in Canada with steel plate made available by the United States.

A Joint War Production Committee of the United States and Canada has been operating for almost a year and has achieved pronounced success in increasing war output by arranging rapid exchanges of supplies to avoid production delays, reducing duplications, breaking transportation bottlenecks, eliminating tariff and other barriers, and revising specifications to increase the number of common-type weapons.

American war equipment manufactured in Canada now includes the M-4 tank, the Curtiss dive-bomber, PB-Y flying boats, anti-aircraft and anti-tank guns, aviation instruments, communication equipment, shells and bombs.

Besides the Liberty-type merchant ships Canada is beginning to build combat vessels for the United States Navy. The first corvette to be built in Canada for the United States was launched in Montreal on Nov. 9.

### Controlled Materials Plan to Operate July 1, 1943

THE Controlled Materials Plan, new materials distribution system announced by the W.P.B., is designed to balance the overall production program within the available supply of controlled materials. It will go into effect in the 2nd quarter of 1943 and will become fully operative on July 1, 1943. First controlled materials to be directly allotted under it to claimant agencies—Army, Navy, Maritime Commission, Civilian Supply, etc.—will be steel, copper and aluminum. The distribution method to be followed is, in effect, "vertical allotment." So far as the Controlled Materials Plan is concerned, it will gradually replace the present priorities system, including the Production Requirements Plan.

Under C.M.P., prime contractors will submit a "bill of materials" specifying not only what materials are required for the approved end products on which they are working, but when they must be received to meet production deadlines. The prime contractors will include both materials they put into production themselves and those needed by their sub-contractors and their suppliers. The "bill of materials" will include not only steel, copper and aluminum but the following scarce materials: beryllium, cadmium, cobalt, cordage fibers, magnesium, mercury, mica, monel, nickel, nylon, rayon, rubber, tin, tungsten wood and zinc. "Bills of materials," on prescribed forms, will be submitted to prime contractors to the buying or claimant agency.

Claimant agencies are the Army, Navy, Maritime Commission, the Aircraft Scheduling Unit, Lend-Lease, Board of Economic Warfare and Office of Civilian Supply. The Aircraft Scheduling Unit, located at Wright Field, is the Claimant Agency for all aircraft production.

Producers of a list of "Class B" products, such as generators, hardware, kitchenware, electrical appliances, parts frequently incorporated in other products, and civilian items generally, will receive their allotments from their W.P.B. industry branches, which in turn will receive allotments through the Office of Civilian Supply. These bills of materials will then be passed along to the W.P.B. Requirements Committee, where they will be chopped down to fit available supplies, states the Research Institute of America.

When requirements have been brought into balance with supplies, authorized quantities of steel, copper and aluminum will be allotted to each claimant agency. These board allotments will be cut up among prime contractors who will be given "allotment numbers." These will constitute a right to receive delivery. The prime contractors will pass on the allotment numbers as necessary to their sub-contractors and suppliers.

Materials other than controlled items will continue to be distributed through the priorities system. Each company receiving an allotment number carrying an allocation of controlled materials also will receive a preference rating for use in obtaining other materials. A preference rating accompanied by an allotment number will be higher than other ratings of the same category, but will not take precedence over higher ratings. For example, AA-3, plus an allotment number, is higher than AA-3, without the number, but not as high as AA-2X.

The plan will be flexible enough to permit limited amounts of material to be given out without allotment numbers. Special provision, for instance, is made for allotments of controlled materials to warehouses so that they may handle small orders without allotment numbers.

A new form of inventory control will require that every primary or secondary producer whose inventory of steel, copper and aluminum is in excess of a specified amount must submit an inventory statement showing his position at the end of each calendar quarter not more than 15 days later.

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The first bills of materials will be assembled by the claimant agencies during December. On Jan. 1, the agencies will submit their first estimate of requirements to the branches handling controlled materials, with copies to the requirements committee.

By Jan. 15, the controlled materials branches, it is expected, will have analyzed the requirements and made preliminary reconciliation to the extent possible between requirements and supply.

By Feb. 1, it is expected that the requirements committee will make allotments of controlled materials to claimant agencies for the 2nd quarter of 1943. During February and early March, distribution of allotments will be made by claimant agencies to prime consumers, who in turn will divide their allotments with their secondary consumers and suppliers.

By March 15, users of controlled materials will have placed authorized orders for April delivery and for later months, as authorized.

On July 1, C.M.P. will be in full operation. Until that time existing procedures, including preference rating orders, P.R.P. certificates and individual material allocations under M orders, will continue in effect for consumers who have not been able to qualify under C.M.P.

### Post-War Transport Plan

IN its report sent to Congress, Nov. 5, the National Resources Planning Board committee, headed by Owen D. Young, emphasis was placed on the part to be played by transportation in the post-war period. Modernization of the transportation facilities of the Nation under a national transportation agency was advocated, with emphasis on air travel, regional consolidation of the railroads and Federal financing of railroad improvements as public works. The report pointed out that although the Nation's bill for transportation is more than 20 billion dollars and nearly one-fifth of all invest-



ments are in transportation facilities, there has been no machinery for coordinating this activity.

The committee recommended the establishment of a new national agency which would absorb existing agencies concerned with the development of transportation and have the special responsibility of providing leadership in railroad consolidation, the unification and reconstruction of terminals, coordination of the various kinds of transportation and the development of new forms. This would not only improve the Nation's transportation facilities but give post-war employment to millions of men released from wartime activities.

The proposed national transportation agency, the report stated, should be directed to accept the unexampled challenge of air transportation by planning in the most enlightened manner for the establishment of the new medium as a major and integral part of this country's future transportation system.

The report also pointed out that what had been considered a surplus of transportation facilities in the United States was now seen to have been a shortage. The end of the war, it was claimed, would find air, motor, water, railroad and pipe-line transportation all competing vigorously with one another.

Air transport would not only be covering the country with passenger, express and freight carrying airlines and private planes but would be circling the globe with distance-shattering schedules—backed by capacity to build more than 100,000 planes a year.

Motor freight would be "resurgent after the lean years of rubber and gasoline rationing, with completely new productive capacity and new designs in automotive equipment freed from the shackles of the past."

Inland water transport would be "expanded in scope and volume and re-equipped with new and more efficient tow boats and barges."

Intercoastal and coastwise water transportation would be "restored to normal routes and augmented in tonnage by accessions from the emergency merchant fleet."

Railroad transport would be "flushed with the traffic gains of war through diversion and full employment and striving energetically to hold these gains against resurgent rivals."

The report indicated that full use of transportation facilities had been discouraged by a too high and too inflexible rate system.

As for improvements, the following was stated:

"The antiquity of port facilities; the duplication and inefficiency in railroad freight yards and stations; the difficulties of urban truck loading and passenger car parking, and the lack of modern, conveniently located and properly protected airports" were claimed to be familiar manifestations of the "universal neglect of terminal operations."

The growth of over-the-road trucking demands joint terminal facilities, up to now largely ignored. The light traffic branch lines of the railroads had lost most of their economic utility in many areas and should give way to highway services. Wasteful duplication of services must be eliminated.

The future of the railroad, it was claimed, lay in its continuance as the principal agency for the movement of heavy freight. The short-haul business would go to the motor truck.

Pipe-line development, it was stated, was likely and would include experimentation with the movement of powdered bulk commodities.

The report also stated that the time was not far distant when first class rail traffic would move exclusively by air whenever time was to be saved. Further consolidation gives promise of substantial economies in the maintenance and operation of the railroad system, the commission found.

A single national system under private management was described as objectionable since it would place vast economic power under the control of a few and raise serious regulatory problems. Government ownership

and operation would seem to be the only feasible alternative, it was held, should integration proceed to the point where private management was in control.

The ultimate solution, said the commission, might lie in the public ownership or leasing of all basic transport facilities.

Other recommendations included the following: nationwide organization of transport employers to parallel those of employees and a greater flexibility in working agreements which would permit the railroads to effect needed economies; the formulation and execution by the national transportation agency of plans for public investment in transportation industries; a modern inter-regional highway system which would provide express routes and off-street parking in urban areas; authorization of the Federal Government to acquire land for State and local governments for transportation purposes; study by the national transportation agency of the practice of regulatory authority to determine whether regulations should be relaxed rather than widened.

### Further Retail and Wholesale Mileage Restrictions

An order by O.D.T. will be enacted before Christmas to cut truck mileage in the retail and wholesale fields and will make necessary in most instances definite pooling arrangements. It is possible that the order will restrict size of packages, weight and value. Just what will be done to offset threat of strike by union drivers when delivery reductions are to go into effect has not been made known. The milk field, in particular, has been forced at certain points to abandon voluntary pooling and delivery reductions because of strike threats.

Other information brought out at a meeting of the American Trade Assn. Executives at the Hotel Pennsylvania, New York, Nov. 5 and 6, revealed that industry is in for a rude shock in its smugness over 3-A and 3-B employee deferments. This is so because the Government to achieve an army of 7,500,000 men will find it necessary to induct 1 million from civilian life during the last 2 months of the year and 3 million more by the end of 1943. As a result, it will be necessary to reclassify many civilians who are now in 3-A and 3-B. Employers were urged to act immediately to secure deferment of essential employees. Colonel A. V. McDermott, New York City Director of Selective Service, who spoke on the question, warned, however, that there is an amazing lack of knowledge on the part of employers regarding the procedure to follow in obtaining deferments. "The fact that men are in 3-A and 3-B has lulled employers into a false sense of security, for all the local boards are reconsidering these classifications. Hundreds of thousands of men now in 3-A and 3-B will be placed in 1-A during the next few months unless there is something in the files of the boards to indicate that they are necessary men. All employers should file necessary forms setting forth exactly what employees are irreplaceable." These forms are 42-A and 42-B. For appeal purposes, form 59 is used.

It was also brought out that in some instances industries will be helped out by Government subsidies issued by the Commercial Credit Corp., the R.F.C. or some other unit of the Government. According to Merle Fainsod, director, Retail Trade and Services Div., O.P.A., the production of civilian goods and services is shrinking violently to make room for war production. By the middle of next year, despite the fact that our total volume of production will far exceed all previous levels, the rate of civilian production will have fallen to that of the lowest point of 1932 depression. The rationing of essential products will have to be extended. The mortality among retail concerns will increase as rising costs squeeze against fixed price ceilings. The O.P.A. will welcome the reductions of services to customers that are unnecessary and have no bearing on the quality of merchandise.

**WAR BOND PAYROLL SAVINGS  
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From War Bond Drives in More Companies Where Workers Are Saving at Least 10 Percent of the Gross Payroll in War Savings Bonds Through the Payroll Savings Plan.

**NEW 10% WAR BOND DRIVES  
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The eyes of all America are upon the United States Treasury Roll of Honor appearing in the "Payroll Savings News." For copy write War Savings Staff, Treasury Department, Washington, D. C.

### HOW TO "TOP THAT 10% BY NEW YEAR'S"

Out of the 13 labor-management conferences sponsored by the National Committee for Payroll Savings and conducted by the Treasury Department throughout the Nation has come this formula for reaching the 10% of gross payroll War Bond objective:

- 1. Decide to get 10%.**  
It has been the Treasury experience wherever management and labor have gotten together and decided the job could be done, the job was done.
- 2. Get a committee of labor and management to work out details for solicitation.**
  - a. They, in turn, will appoint captain-leaders or chairmen who will be responsible for actual solicitation of no more than 10 workers.
  - b. A card should be prepared for each and every worker with his name on it.
  - c. An estimate should be made of the possible amount each worker can set aside so that an "over-all" of 10% is achieved. Some may not be able to set aside 10%, others can save more.
- 3. Set aside a date to start the drive.**
- 4. There should be little or no time between the announcement of the drive and the drive itself.**  
The drive should last not over 1 week.
- 5. The opening of the drive may be through a talk, a rally, or just a plain announcement in each department.**
- 6. Schedule competition between departments; show progress charts daily.**
- 7. Set as a goal the Treasury flag with a "T."**

AS of today, more than 20,000 firms of all sizes have reached the "Honor Roll" goal of at least 10% of the gross payroll in War Bonds. This is a glorious testimony to the voluntary American way of facing emergencies.

But there is still more to be done. By January 1st, 1943, the Treasury hopes to raise participation from the present total of around 20,000,000 employees investing an average of 8% of earnings to over 30,000,000 investing an average of at least 10% of earnings in War Bonds.

You are urged to set your own sights accordingly and to do all in your power to start the new year on the Roll of Honor, to give War Bonds for bonuses, and to purchase up to the limit, both personally and as a company, of Series F and G Bonds. (Remember that the new limitation of purchases of F and G Bonds in any one calendar year has been increased from \$50,000 to \$100,000.)

**TIME IS SHORT.** Our country is counting on you to—

**"TOP THAT 10%  
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Model A14—7.50x18 Drive Tire, 6.00x9 Front Tires. Medium Duty Type for moving materials at industrial plants, airports, docks, railway shops, terminals.

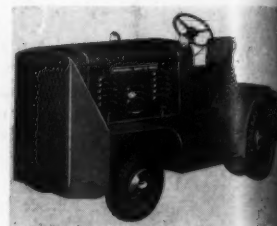
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When Uncle Sam goes to war he calls for the best equipment America can produce. At his airports, army, navy and marine establishments, SHOP MULES are doing the kind of job he demands. They handle precious material of war fast and efficiently, just as they have been serving industrially in the days of peace.

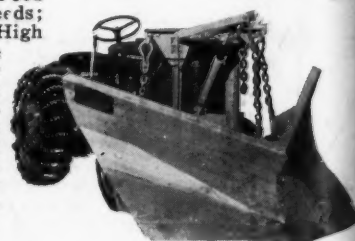
War demands upon our production facilities force us to curtail, for the duration, models we have to offer. These are now limited to the A3, A14 and J233.

A14 is a medium light duty tractor with such features as: Replaceable Cylinders; Automatic Impulse Magneto; Oil, Air and Fuel Filters; Force Feed Lubrication; Four Forward Speeds; Spring Mounted Driver's Seat; High Ground Clearance; Adjustable Width; Adjustable Draw Bar Height; Sharp Turning Radius; 95% Standard International Harvester Farmall "A" Parts; 29 Ball Bearings; 15 Spring Loaded Oil and Dirt Seals. Engine has Tocco-hardened crankshafts. J233 is a heavy duty model that is unexcelled. A3 is the Midget Model.

Our engineers are gaining valuable experience under the demands of war production, and the models to be placed on the market after the war will reflect the many lessons learned, giving a better tractor than ever. These models are now in the development stage and will be announced in our future advertising.



Model J233 — Most ruggedly built gas tractor made. Unexcelled for heavy and extra heavy jobs. Approximately 70% IHC parts.




Another of the many jobs the SHOP MULE does with ease. Yards and loading areas must be kept cleared at all times. Snow plows driven by SHOP MULES keep the work uninterrupted. This is the A14 equipped with V-type plow.

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